

Navy News

OCTOBER 1994 40p



HARRIERS IN ACTION

ONE of HMS *Invincible*'s new FA2 Sea Harriers returns to "mother" during the carrier's latest operations in the Adriatic (see centre pages).

The aircraft were in action almost as soon as *Invincible* arrived on station, two of them coming under fire from hand-held surface-to-air missiles while on a United Nations mission over Bihac in Bosnia.

The Harriers took evasive action, continued their patrol and returned safely to *Invincible*.

Picture: CPO(PHOT)
Stuart Antrobus

Standby task for RN off Haiti

TWO Royal Navy warships and a fleet tanker have been standing by in support of the US-led operation to restore democracy to Haiti.

Current West Indies guardship HMS *Broadsword* is in the area supported by the tanker RFA *Oakleaf*.

The standby WIGS ship HMS *Lancaster* was also retained in the area while landings took place, though as Navy News was going to press she was due to return to Devonport on October 4 — eight days later than originally planned.

Lancaster has been relieved on station by HMS *Norfolk*.

Chile to repair Brazen

HMS *BRAZEN* is undergoing repairs in southern Chile after running aground in the Strait of Magellan last month.

The Type 22 frigate was stranded on a rock for four days before being refloated with the aid of a tug from the Chilean navy. *Brazen*, which was fulfilling duties as South Atlantic guardship, was taken to Talcahuano.

A thorough inspection of the ship's bow area has been carried out by engineers from Chile and the Royal Navy. No date has yet been set for her return.

BAND PLAYS ON AFTER TRAGEDY

JUST TWO days after being injured and shocked in a coach crash, the Band of the Royal Marines Plymouth were playing again to donate their performance fee to the family of their comrade who was killed in the accident.

Musician Barry Jon Holland (27) died on September 18 when the double-deck coach carrying 46 members of the band plunged off the M5 near Bristol. Ten bandsmen were seriously hurt while all the rest received minor injuries. Among the survivors was Barry's brother Terry who was sitting beside him when the crash happened.

As Navy News went to press, six musicians were still recovering in hospital — four at Derriford Hospital, Plymouth and two at Frenchay Hospital, Bristol. The condition of all six was described as satisfactory.

Trust fund

On September 20, just 48 hours after the accident, the band honoured a date to play at Plymouth Pavilions to raise money for the city's Lions Club. They donated their performance fee to start a trust fund for Barry Holland's widow and two children.

Conductor at the concert was Capt John Perkins RM, the band's Director of Music, who was one of those involved in the accident.

The funeral service for Musician

Holland, who played cornet and violin, was held with full military honours at HMS *Raleigh* on September 30.

He was interred three days later at the cemetery at RN Hospital Haslar, Gosport.

Paying tribute to him, Cdr Graham Johnson, the executive officer of *Raleigh* — where the band is based — said Barry was likeable and "respected by both his peers and superiors as a person and as an accomplished musician".

To Flag Officer Plymouth, Vice Admiral Sir Roy Newman, news of the accident brought a sense of "real personal loss... My deepest sympathies go out to all those involved and their families. I know the people of Plymouth will in particular wish to

● Turn to back page.

INSIDE THIS MONTH



DRESSED in whites, the ship's company of HMS *Ark Royal* line up to mark in graphic terms the completion the carrier's second tour of duty in the Adriatic. See round-up feature in centre pages.

Quorn's tribute to lost warship

MEMBERS of the ship's company of HMS Quorn joined wartime Quorns in a 50th anniversary commemoration of the sinking of the Hunt-class destroyer.

Although the present Quorn, a Hunt-class minihunter, was busy on fishery protection duties, a six-man detachment led by Lt Matthew Grose took the time to travel to the village of Quorn in Leicestershire, focus of a weekend of commemorative events.

The wartime destroyer was sunk by enemy torpedo attack off the Normandy beaches on August 3, 1944, with the loss of 130 of her officers and men.

Book

Among those attending the commemoration were the destroyer's commanding officer, Cdr Hall, and a former commanding officer of the present Quorn, Cdr James Humphries, now CO of the Third Mine Countermeasures Squadron.

The commemoration was organised by a Sea Cadet Corps officer, Lt Bob Moore RNR, who is writing a book about the exploits of the wartime Quorn. Events included a service in the village church, a parade by veterans and serving Quorns and a lunch reception hosted by Lord Crawshaw, chairman of Quorn Hunt.

A plaque in memory of the old ship was unveiled at the Hunt kennels.

Franklin graves found in Arctic

FOUR graves of British sailors from the ill-fated Franklin expedition of 1845 have been found on a remote and bleak island in the Canadian Arctic.

The bodies were buried by an American explorer who discovered them on King William Island in 1879.

The recent find was made by ama-

teur historian Barry Ranford from Ontario. The graves lie on the north-west shore of the island 50 miles from where the ships of the expedition became trapped in ice and abandoned after their crews endured a two-year fight for survival.

All 128 members of the Royal Navy expedition perished, including its leader, Capt Sir John Franklin, who

was attempting to find the Northwest Passage to the Pacific.

Mr Ranford is reported to have made earlier discoveries of human bones with blade marks suggesting that in desperation members of the expedition ate the flesh of their dead comrades.

Last year Lt Ernie Coleman, an RN recruiting officer, was a member of an

expedition which discovered the remains of what is thought to be one Franklin's boats on Prince of Wales Island far to the north of King William Island.

An 1859 expedition discovered a single piece of paper on King William Island which indicated that Franklin and his men attempted the 1,000-mile journey to the Hudson Bay Company post.



HMS Lancaster fires a 21-gun salute as she enters Esquimalt, British Columbia.

Haiti task delays Lancaster return

HMS LANCASTER's return from an eight-month deployment was delayed until October 4 by her participation in the US-led operation to restore democracy to Haiti.

Lancaster, which had been carrying out duties as West Indies standby guardship, had been due to return to her base port of Devonport on September 26, but was diverted to take part in the Haitian operation after visiting Canada for the opening of the Commonwealth Games.

She left Haitian waters after the peaceful landings made by American forces on September 19. She was relieved on WIGS duty by her sister-ship, HMS Norfolk.

In Canada, Lancaster was deployed to Victoria, British Columbia, where her visit was

timed to coincide with the arrival of the Queen to open the Commonwealth Games.

Seaplane

Her Majesty met some members of the ship's company when she arrived at Victoria Airport, later flying past the ship in a Canadian Forces seaplane.

Fifty members of the ship's company watched the opening ceremony, and some of the British team members attended a cocktail party on board.

Before transiting the Panama Canal, Lancaster conducted exercises with US Navy warships.

HMS Edinburgh passes under the Forth Rail Bridge for a memorable visit to the City of Edinburgh. On her arrival (left) she was greeted by a guard of honour composed of the High Constables of Leith, being inspected here by the commanding officer and the Lord Provost resplendent in kilt. On the left is the piper of the 1st Royal Scots who accompanied the ship on her entry into port.

Pictures: CPO(PHOT) Nigel Gordon



SCOTS SHIP SAYS ADIEU

HMS Edinburgh has paid her last visit to the City of Edinburgh before the ship transfers her base port from nearby Rosyth to Portsmouth.

The Lord and Lady Provost of Edinburgh joined the Type 42 destroyer for the short trip down the Forth to the music of a piper provided by the ship's affiliated regiment, 1st Royal Scots.

On arrival at Leith, Lord Provost Norman Irons and

the ship's commanding officer, Cdr Nigel Overington, inspected a guard of honour formed by the High Constables of Leith.

Also present were patients from the Leonard Cheshire Foundation, the ship's adopted charity, which benefited by £500 from the proceeds of an "It's

a Knockout" competition held on board.

A close affiliation with Edinburgh Crystal was strengthened through a golf competition between the glassmakers and a team from the ship led by the CO who is current secretary of the RN Golf Association.

Members of the ship's

company were also invited to tour the glass factory at Penicuik, and gifts of Edinburgh Crystal glass were presented to the CO by the Lord Provost during a reception for the ship's company at the City Chambers.

Other events included sporting fixtures arranged with the Army, RAF, police

and Rotary Club, and a reception on board for members of the 1st Royal Scots.

Soon after the six-day visit the Edinburgh entered Rosyth Royal Dockyard for a major refit. Although her base port is now Portsmouth, she is not expected to arrive there until 1996.

'War in Peace' plan by museum

CONFLICTS in which British forces have fought since 1945 will have a place in a new display planned to open at the Imperial War Museum in 1996.

The permanent exhibition entitled "War in Peace" will cover Britain's involvement in conflicts from the Korean War to Bosnia, but will also focus on topics such as the Cold War, National Service and peace-keeping and anti-terrorist operations.

The museum has extensive collections from the period, but is still seeking material for display and to add to its archives.

Anyone willing to donate mementos are asked to contact Laurie Milner at the museum's research and information office, tel. 071-416 5353.

HOLIDAY OFFER

SUBSIDISED holidays in a French gite or a cottage on Exmoor are available next year for serving personnel of the Royal Navy and Royal Marines.

The Grants Committee of both the Sailors and Fleet Amenities Funds have again approved the holidays running from April to September.

The gite at Fouesnant, southern Brittany, and the cottage converted from farm buildings above Dulverton in Exmoor National Park, both sleep five or six and are equipped to a high standard with a full inventory. Either will cost £175 per week, the balance being paid by the SF/FAF.

Applications

Exmoor provides a get-away-from-it-all break while Fouesnant is ideal for energetic children.

A total of 30 holidays are available and applications for a week in one or the other must be made by December 31 to The Central Fund Treasurer, Pembroke Block, HMS Raleigh, Torpoint, Cornwall PL11 2PD.

Applicants should designate which week they require, running from Saturday to Saturday. In the event of more than 30 bids being received a draw will be held in early January.

End of HK contract

CONTRACTORS who have worked for the Royal Navy in Hong Kong for 70 years have removed their tender because the reduced amount of work now makes it unprofitable.

Cheong Kee have since 1924 been involved in maintenance work for the Navy and latterly were contracted for the upkeep of the Hong Kong Squadron. To mark the end of their link with the Navy, the general manager, Mr Peter Man, was presented with a HMS Tamar crest by the engineer officer for the base, Cdr Nigel Williams.

Sharp eyes in Argus save family

RFA ARGUS saved the lives of a family of three adrift for hours in a liferaft after watching helplessly in the dark as their catamaran sank.

An alert watchman on the Argus saw two red flares go off in the early morning, 20 miles south west of the Lizard.

Second Officer Charlie Carr alerted the commanding officer, Capt Ricky Johnson, who switched course and increased speed.

In 20 minutes the ship's fast patrol vessel had picked up Brian Coe (49), his wife, Elizabeth (44), and their 19-year-old student daughter, Victoria.

Once back on Argus they were examined by Surg. Lt Mark Stenton and found to be none the worse for their ordeal. After a hot breakfast and a bath, they were transferred to the Falmouth lifeboat to be taken ashore.

Capt Johnson said: "The family found their yacht, Catena, was taking in water in its port hull faster than they could bail it out, around one o'clock in the morning.

"They took to their emergency raft and had fired three flares at other passing ships before attracting our attention. They were in good spirits considering what had happened. Mr Coe is an experienced sailor and followed the practice of prudent seafarers."

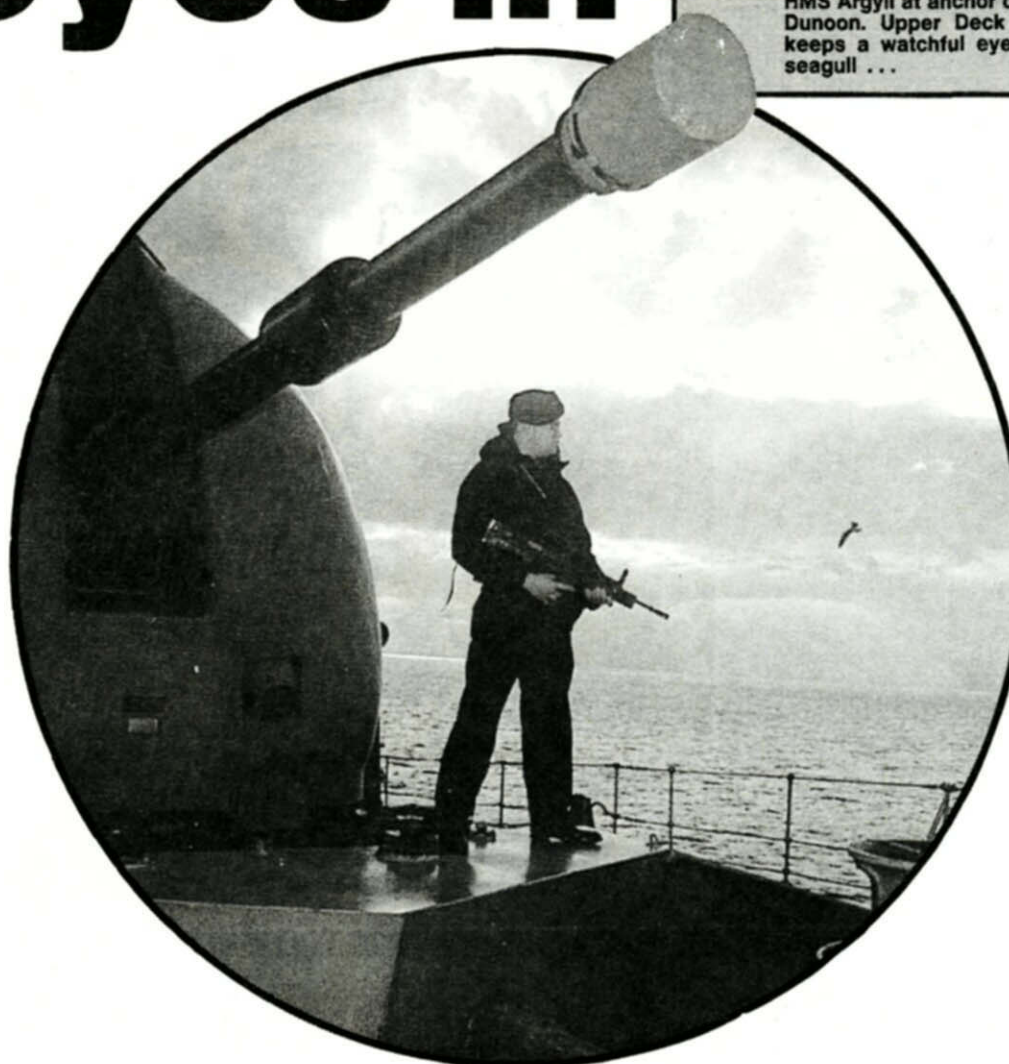
Capt Johnson said it seemed unlikely that the Catena could be salvaged. It was not known what had caused her to hole as the family returned from a holiday in Brittany to their home in Milford Haven.

Festival date set

THE 1995 Mountbatten Festival of Music, featuring the Massed Bands, Corps of Drums and Fanfare Trumpets of the Royal Marines, will be held at the Royal Albert Hall on February 15-17 at 7.30pm.

All proceeds will go to the Malcolm Sargent Cancer Fund for Children and selected Service, RN and RM charities.

Tickets from £5-£19 available only from the Royal Marines Concert Office, HMS Excellent, Whale Island, Portsmouth PO2 8ER (send sae for an application form). Tel. 0705 547205 for details.



Missile alert...

HMS Argyll at anchor during the Type 23 frigate's visit to Dunoon. Upper Deck sentry WEM Richard Fitzgerald keeps a watchful eye — on a potential threat from a seagull ...

IN BRIEF

Lusty links with Legion

AS last year, the 1994 Royal British Legion Poppy Appeal national launch will have a nautical flavour, being hosted by HMS Illustrious at Portsmouth on November 4.

□ □ □

ST Dunstan's 50th Summer Camp for blind ex-servicemen was held at HMS Daedalus last month, hosted by this year's Fleet Air Arm Field Gun Crew.

□ □ □

BRNC Dartmouth was open to the public for the first time in five years last month as part of European Heritage Open Days. South Yard at Devonport also offered a free tour.

□ □ □

A DINNER to celebrate 100 Principal Warfare Officer courses was held at HMS Dryad with guest of honour Flag Officer Sea Training Rear Admiral John Tolhurst, a graduate of the first one held 21 years ago.

□ □ □

NEW musicians, Service and civilian, are sought by HMS Collingwood's Volunteer Band. Contact Band CSgt David Thornber on 0705 822351 ext 85553.

□ □ □

RN Photographic Branch will hold its 75th Anniversary Ball at the Victory Club, HMS Nelson on November 12. Tel: Stuart Antrobus on 071-218 2041.

□ □ □

WE have been asked to point out that the Malta memorial bell inaugurated by The Queen two years ago is properly known as the Siege Bell, not the Santa Maria Bell.

Solo double at Arnhem drop

MEMBERS of 707 Naval Air Squadron laid a wreath on the sole RN grave in Arnhem Military Cemetery last month as part of the 50th anniversary commemoration of the landings.

Southampton salutes Dover

HMS Southampton and the Dutch minesweeper HNMLS Alkmaar provided a fitting maritime backdrop to "Frontline Britain '94", the 50th anniversary commemorations marking the end of the shelling of Dover.

A contingent from the Type 42 destroyer led a parade of servicemen and veterans from the USA, Canada, France, Belgium, Holland and the Czech Republic to Dover's sea front where a service of dedication and the unveiling of a memorial took place.

Countess Mountbatten of Burma took the salute at the parade along with former First Sea Lord, Admiral of the Fleet Sir William Staveley and General Sir Martin Farndale.

Competition winners

NAVY News China Fleet Club holiday competition winners:
1, P. Relf, Gravesend (week's holiday); 2, J. Reynolds, Portbury, Bristol (week-end break); 3, J. Schembri, Jarrow; A. Chapp, Bridport; Mr Roston, Cleethorpes; J. Saunders, Chadwall, Liverpool; W. Snape, Cheadle (mid-week breaks).

Air Mechanic L. A. Hooker, who had volunteered for training as an air observer, was flying an operational sortie to assess his suitability when he was shot down over Arnhem.

During last month's commemorative drop on Ginkel Heath by 800 members of the Parachute Regiment there was, by coincidence, a single sailor among them — CPO(AH) Martin Smith of the Joint Air Transport establishment at RAF Brize Norton.

"It was very exhilarating — though the weather was appalling," he told Navy News. "If you jump over a wind limit of

13 knots it is said to be 'sporting'. Well, this was 'very sporting'!"

Casualty evacuation cover was provided by 707 Sqn during the drop — but there were only six casualties, none serious. It was also tasked with flying The Prince of Wales and Queen Beatrix to various locations during the Arnhem weekend.

Gloucs finish

FRESH out of refit, the Type 42 destroyer HMS Gloucester was photographed off Portland last month with her new Plessey Type 996 radar in place of the 992.

Picture: LA(Phot) Gary Davies



Dart match

CAPT Diego Enrique Leivas, Commanding Officer of the Argentine Navy training ship Libertad, exchanges plaques with Cdr Chris Peach of Britannia Royal Naval College Dartmouth.

The 3,765 ton Libertad was there to take part in the Royal Regatta, together with the Belgian minehunter BNS Dufour and the Type 22 frigate HMS Battleaxe.



THE ADVANCEMENT and Promotion article printed in November 1993 ended with the hope that 1994 would allow a return to a more stable and regular flow of promotions, advancements and 2OE. Well, where do we stand one year down the line?

It is perhaps timely to remind everyone that the Authorised Numbers issued by the Director of Naval Manning are the authority for CND to advance or promote individuals.

We only advance and promote to Requirement — therefore both are demand led. If a vacancy does not exist because the number in the Navy at that level equals or exceeds the requirement for such personnel then advancement or promotion simply does not happen. As the newly-appointed D6,

head of the Advancement and Promotions Section, arrived in January, the preparations for Warrant Officer Selection Boards were underway.

Recovering from an avalanche of C2641s, it soon became apparent that many highly recommended candidates for promotion were not putting themselves into the promotion frame by failing to be qualified educationally for Warrant Officer — this is a well known cry from the Promotion Office but we make no apologies for stressing this fact again.

Once the Selection Boards had sat, 58 names were announced including a non-sea volunteer rating — but when she declined promotion the reserve called forward was the first sea-going female ever to be selected for promotion to Warrant Officer and for 2OE. We have since signalled an additional six selections.

Frustrating

Since August 31, 1993, the combined Sea Advancement Rosters and Shore Advancement Rosters have been running. For many, advancement is seen to be frustratingly slow and the waiting time demoralising — but as we now find, each roster has its own authorised numbers and these are what drives an individual's advancement.

Those of you who are on the Shore Advancement Roster are advanced under the same constraints as your Sea Roster counterparts — thus if there are no vacancies you cannot be advanced.

Wrens and would-be WOs warned:



Get educated!

It is time to stress again that those women who joined the WRNS, as it was then known, before September 1, 1990, and who subsequently volunteered for sea service have, since December 31, 1992, been required to obtain the necessary educational, NBCD and swimming qualifications for confirmation and further advancement under the RN regulations.

Therefore the educational qualification for Leading Rate in all branches is NAMET 5.5.

Those who were advanced to Leading Wren under WRNS regulations prior to December 31, 1992, should also ensure they have NAMET before they come into the running for advancement to Petty Officer.

If you are uncertain as to whether or not you have NAMET you should raise the issue with your Divisional Officer — the bottom line is that volunteers for sea service require NAMET for advancement, whether it be to Leading Hand or to Petty Officer.

Female ratings who joined the Service after September 1, 1990, are to be advanced under the same regulations as their male RN counterparts. Female ratings who either did not volunteer for sea-service or for whom there are no permanent complement billets at sea, ETS, WA, Tel, DH and DSA, and are on the Shore Advancement Rosters continue to be ad-

vanced under their original existing regulations.

For the second year running the Second Open Engagement Boards were cancelled. This might have come as a surprise to many but the size of 2OE quotas is governed by the criterion that award of 2OE should not significantly delay advancement of others in the branch.

Competition

Given the reducing requirement for manpower, no quotas could have been set without significantly delaying advancement and promotion.

The other area of business handled by the Advancement/Promotions officer is Redundancy. Of those selected for redundancy to date November 30, 1994, over 800 have been permitted to leave the RN

early.

We have now almost come full circle and as this article reaches its readers the CPO Selection Boards will again be in full swing.

This is the second year of combined male and female seagoers being considered on competition with each other, while the non-seagoers compete amongst themselves.

To reach this point your DOs, HODs and COs have sweated much effort in drawing to the Selection Board's attention those qualities which make each individual considered to be worthy for promotion. That said, this office still returns a great number of reports to their authors, generally to ensure each individual is treated equitably — so for those involved in preparing reports, please check them carefully and make sure they are complete before dispatch.

THE TEAM

PROMOTIONS AND ADVANCEMENT STAFF

Promotions / advancement / 2OE / Redundancy Officer, Lt Cdr Jane Davies, ext 2181.

Promotions/2OE Office, WOTR John Parsons, ext 2383.

Centre Desk, POWTR Al Green, ext 2458/2382.

WE/FAA, LWTR Nick Deakin, ext 2382.

ME, LWTR Doreen Towers, ext 2382.

OPS/COMMS, LWTR Coral McGowan, ext 2458.

S&S/MED, LWTR Kevin Evans, ext 2458.

I/C Advancement Office, CPOWTR Gary Bower, ext 2498.

Section 1, LWTR Tansy Lee, ext 2498.

Section 2, LWTR Lesley Little (tbrb LWTR Chris Banks), ext 2498.

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Pride of the flying Dutchmen

DUTCH veterans parade at Lee-on-the-Solent for a reunion hosted by HMS Daedalus at the Fleet Air Arm Memorial — the salute taken by the President of the Royal Naval Association, Admiral Sir Desmond Cassidi.

Many of the members of the Oorlogs Vrij Willinger Association were trained at Lee during World War II.



FORT VICTORIA'S A ONE-STOP WONDER

FIRST of a new class of multi-purpose, "one-stop" replenishment ships for the Royal Fleet Auxiliary Service is RFA Fort Victoria.

The concept behind the vessel was endorsed by the Admiralty Board in May 1980 and Fort Victoria was ordered from Harland and Wolff, Belfast, in April 1986. Laid down in September 1988, she was constructed using modular techniques and assembled in a dry dock.

On May 4, 1990 she was "flooded out". The Duchess of York, who named her in Belfast in 1990, travelled to Portsmouth in June this year for the ship's service of dedication.

Like all Royal Fleet Auxiliaries, Fort Victoria is a registered British merchant ship designed to meet the requirements of the Ministry of Defence (Navy) and comply with current international merchant ship standards.

Ammunition

Her role is to support fleet units at sea by underway replenishment of fuel, dry and refrigerated stores, ammunition, missiles and general stores, such as spare parts.

Providing this support to the Royal Navy is a challenging task requiring technical proficiency and very high standards of seamanship.

Auxiliary oil replenishment ship Fort Victoria is fitted with five replenishment-at-sea (RAS) stations — two dual-purpose to port, two dual-purpose to starboard and one fuelling reel astern. The dual-purpose stations are fitted with new, high-performance rigs.

Jackstay

Designed by NEI-Clarke Chapman, these enable the transfer of fuel and stores to be carried out independently from a single station, using the jackstay system. All RAS stations are controlled from a control room amidships and Fort Victoria can replenish a ship on each beam simultaneously.

During a liquid transfer the fuelling hoses hang on several travelling saddles, which ride on a tensioned cable (jackstay) between the AOR and a fixed point on the receiving ship. The hoses are fitted with quick coupling probes to mate with fuel receiving points in the ship to be fuelled.

During a stores transfer the jackstay supports one traveller on to which loads of up to two tonnes can be secured and moved. All the winches are thyristor-controlled electric and

the complete system is designed to operate in arduous conditions when the motions of both the AOR and receiving ships may be extreme.

Forklift trucks, internal lifts and cranes facilitate shipborne handling and movement of stores.

Fort Victoria is fitted with a two-spot flight deck and hangar complex. This is served by a



Displacement (full load): 31,500 tonnes. Length (overall): 204m. Beam: 30.4m. Draught (maximum): 9.75m.

stores lift and provides her with a vertical replenishment (VERTREP) capability.

It also enables her to undertake the important secondary role of providing a maintenance and support facility for helicopters — in particular for those carried by frigates, including the Type 23 Duke-class vessels. She can support up to three Sea King helicopters and their new, larger replacement, the Merlin EH101.

Fort Victoria is powered by two 16-cylinder Crossley-Pielstick PC2 diesel engines. They develop a total of 23,680 bhp and drive two fixed-blade propellers through single reduction gearboxes. Her maximum speed is 20 knots. Her electrical generating plant consists of six diesel generators, each providing 1.6MW.

Protection

Both ship and cargo are protected by a variety of modern fire protection systems. Fort Victoria has gastight citadels and a high level of protection against nuclear, biological and chemical attack.

Electronic technology has been used extensively, with her main machinery, electrical equipment, auxiliary machinery and cargo and ballast systems designed for computerised remote monitoring and control.

Her sophisticated communications fit is designed to conform with both naval requirements and international merchant shipping legislation.

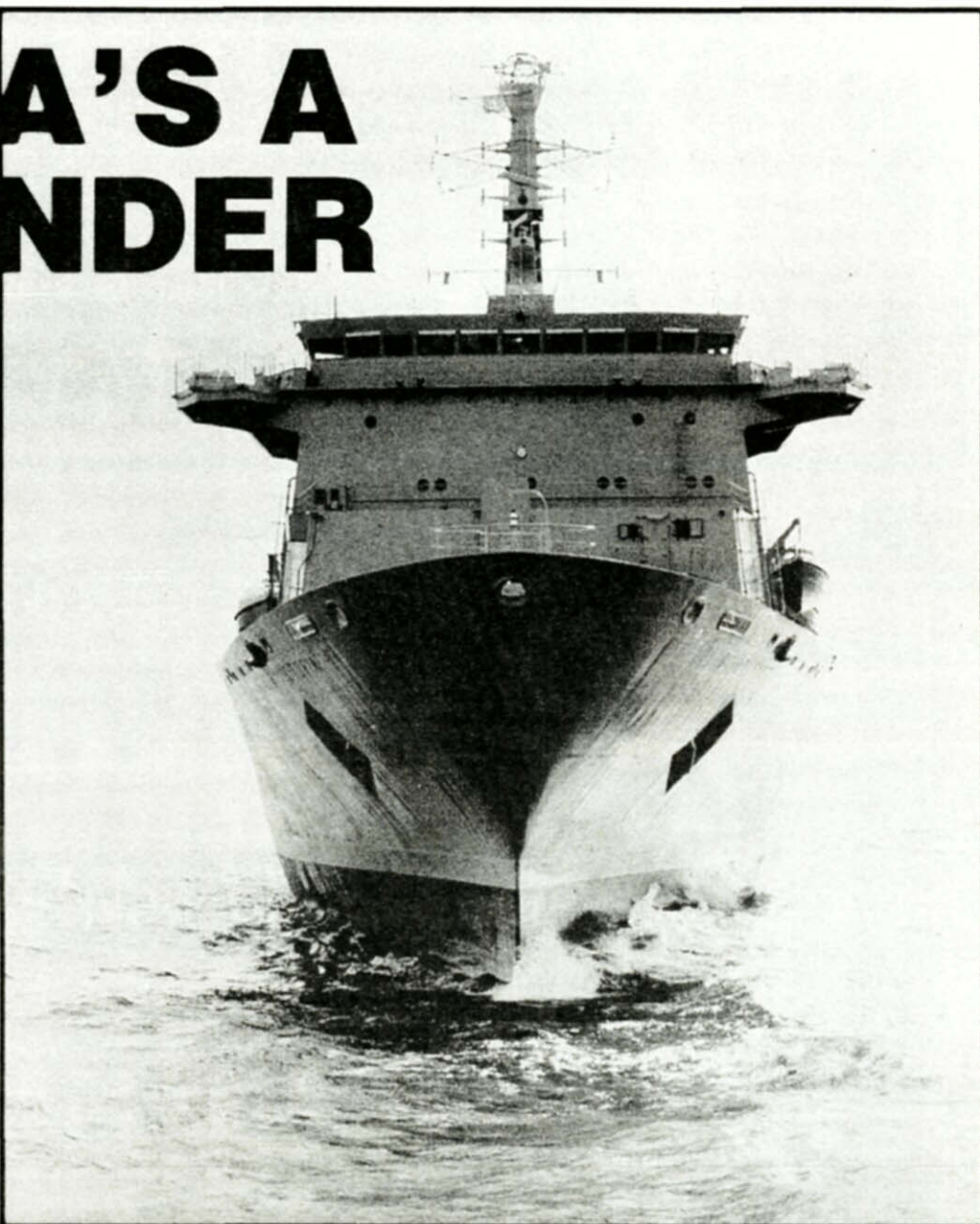
Fort Victoria is designed to accommodate 280 personnel from the RFA (25 officers, six cadets, 14 senior rates, 55 junior rates and two Hong Kong Chinese laundrymen), Royal Naval Supply and Transport Service (nine officers and 15 industrial personnel) and Royal Navy.

RN complement

The permanent RN complement comprises one officer, 12 senior rates and 19 junior rates, while the RN embarked aviation personnel number 29 officers, 40 senior rates and 53 junior rates.

The ship's officers and ratings are provided with single cabins with integral lavatory and shower and with TV and radio aerial sockets. Recreational spaces include lounges, a library, smoke rooms, a cinema, gymnasium facilities, dark room, two laundries and a Naafi canteen.

All meals are provided from a centralised galley and bakery complex, while medical facilities include an operating theatre.



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For Ships of the Royal Navy postcards see advertisement on page 13.

Royal Fleet Auxiliary

SOMETIMES, as this month, our Ships of the Royal Navy series features a vessel from the Royal Fleet Auxiliary service. A civilian-manned fleet owned by the Ministry of Defence, the RFA's main task is to supply warships of the Royal Navy at sea with food, fuel, stores and ammunition.

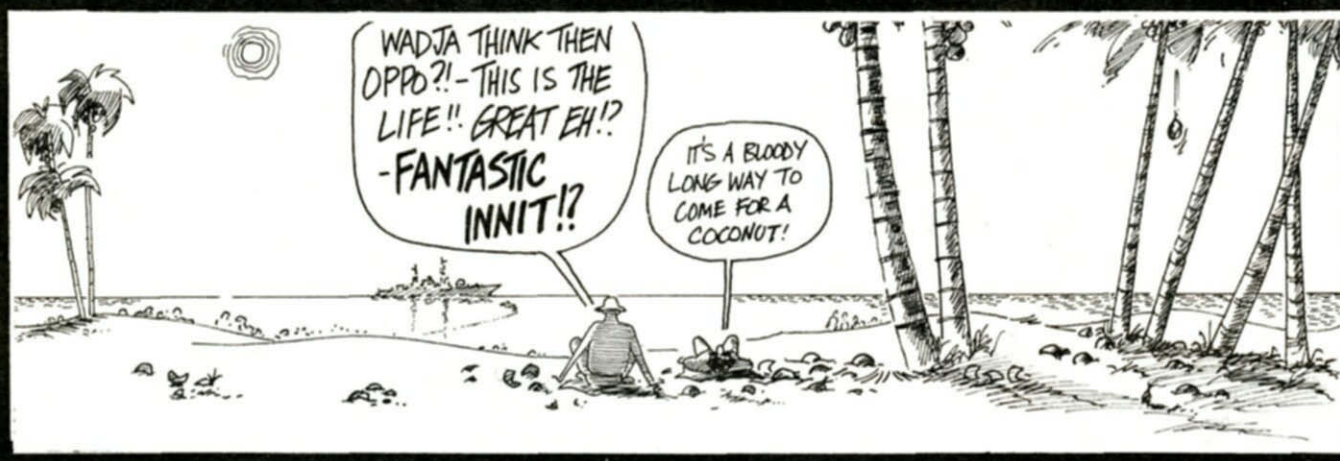
It also provides aviation support for the Royal Navy and amphibious support and secure sea transport for Army units and their equipment.

The RFA is managed by the Commodore RFA, who is directly responsible to Commander-in-Chief Fleet.

Painted grey, RFAs are distinguished by their flag, the blue ensign defaced by an upright gold anchor. There are 21 ships in the RFA fleet.

JACK

BY TUBS



Letters

Gunning for attention

THAT small complaint by W. F. Larham regarding three Standard Bearers wearing miniature medals in a picture in July's Navy News — if he had been more observant he would have seen that they were not Royal Naval Association Standards, but Royal Marines Association. So come on, Boot Necks — pull your socks up.

By the way, over the years I have read with interest your reporting of the Field Gun Competition. Last year, when Devonport won, there was a small column hidden away inside, though this year Devonport's win is promoted to the back page.

But when the Fleet Air Arm win they seem to get the full treatment, photographs etc. Are some of your Editorial staff ex-Airy Fairies, or what? **H. E. Moss**, Royston Herts.

Not guilty — although our cartoonists both qualify. Perhaps the FAA are better at promoting themselves. — **Ed.**

OK, it was Okanagan

IN the September edition you referred to HMS Ocelot as being the last warship built at Chatham.

This is not correct — Ocelot was the last warship built there for the Royal Navy, the last warship of all built at Chatham being another Oberon Class submarine, HMCS Okanagan.

I had the privilege of being the 'Foreman of the Yard' (Shipwright Foreman) on her launch. I was also the Inspector of Shipwrights in charge of new construction and Ocelot was one of the boats I also had the privilege of working on. — **K. A. Slade**, Rainham, Kent.

Quite right — HMCS Okanagan was launched in 1966, following her sisters Onondaga and Ojibwa, all completed for the RCN after HMS Ocelot in 1962. — **Ed.**

Back where he started — or is he?

I JOINED the Navy in 1983 as a Naval Airman Aircraft Handler and was told time and again: "You work hard, lad, and you will be a killick in four years."

I did work hard and passed my PPE and LA(AH) course as soon as I could, but I soon realised that due to the lack of promotion and the rising number of points needed I would never see my rate as a LA(AH).

That gave me a choice — either leave the Navy or branch change. After much thought I branch changed to Radio Operator specialising in submarines. Promotion at this time (June 1989) was steady.

Going back into training again after six years in the Fleet was very difficult, but I was determined to gain promotion and began the long process of Basic RO(SM) course, comms equipment and SM training at HMS Dolphin.

On board HMS Turbulent I completed my Part 3 training, acquiring my Dolphins, completed SM communications task books 1 and 2, passed my PPE for LRO(SM), passed the Leading Rates Leadership Course and finally passed my LRO(SM) course in September 1992.

All this was done as soon as possible, but due to the decision to bring in the Warfare Branch which has slowed promotion down, it has effectively made it impossible for me to

reach RS(SM) and above before I retire. This will drastically effect my pension when I leave.

After eleven years of striving for promotion, where is the incentive to continue when I know promotion in my branch and many others will soon be a thing of the past? How ironic that I am back where I started at the beginning of my career.

This is just my story — but it is similar to many others. — **RO(SM) M. Sandbrook**, HMS St Vincent.

Captain Naval Drafting replies:

The author of this letter has raised several issues concerning advancement; not only those which affect his own career but wider issues which may be of interest to Navy News readers.

If the author had remained as a Naval Airman Aircraft Handler he would have been advanced to LA(AH) in October 1991, but even then further advancement to PO(AH) was slow, and has continued to remain so with the top man on the PO(AH) roster having a basic date of November 10, 1986. However, the decision to change branches was the author's alone.

He should be aware, however, that the current length of the Ops and WE advancement rosters has not been caused solely by the introduction of Warfare Branch. In fact the general contraction of the Service and very low PVR rates have been the major contribu-

tors to the lengthening of the rosters and, as such, have delayed and in some cases eroded advancement prospects.

The effect of WB implementation by comparison is a minor contributor but, because it is new and highly visible, it is an easy target for those who wish to throw stones.

That said, if the rosters remain as long as they are today for the next few years, it is quite likely that some Ops and WE ratings will be unable to qualify for advancement.

Second Sea Lord's department is well aware of the concerns and is examining proposals aimed at improving employment prospects in general. Opportunities for advancement will not disappear and, although difficult to predict, rosters could always reduce.

The author should also know that it will take quite a few years to grow the Warfare Branch Senior Rates of the future and Ops and WE ratings will be needed at all rates until at least 2003 and for some Senior Rates as far as 2010.

Men and women will continue to be advanced albeit in reduced numbers in common with many other categories. This is because advancement is entirely dependent on there being a vacancy at the next higher rate, which in turn depends on the balance between jobs remaining and personnel already serving.

No excuse for bad language

I READ with increasing concern the amount of MOD-SPEAK that is creeping into our everyday language.

This trend may well be acceptable to those who work in the portals of power in Whitehall, but it is confusing to us mere mortals who have been rusticated, disaggregated or whatever the latest phrase is for the movement out from the centre.

It really comes to something when we receive weighty New Management Strategy tomes on how to run budgets — complete with an NMS/English translation!

Perhaps there should be a separate section within Jackspeak to cover this phenomenon. — **Halyard**, DPERS(RN).

Satisfied sea daddy

IN response to WTR Langston's letter in your August edition "No leaving of Liverpool for father-to-be", I feel my views — and those, I suspect, of the majority of sea-going ratings — must be expressed.

Having been in the same position and taking a mature attitude towards the arrival of my son, I had no problems being released by my ship for his birth.

Incidentally, my ship was at Portland undergoing sea training at the time and as PO(EW) I was the sub department head and had no opposite number.

Three months after that I deployed for a period of eight months, four of them in the South Atlantic.

Myself, I have spent over 80 per cent of the last 11 years at sea. I am now happily married and returning to sea in November. — **PO(EW) O'Shaughnessy**, HMS Dryad.

Short forms bad form

I FIRST came across Navy News while I was a raw National Service OD at Victoria Barracks in mid 1954 and have enjoyed its reports ever since.

However, I must make an observation which I feel a great number of ex-matelots will agree with, about the familiarity of modern forms of address which have permeated into the Service.

I regularly note that your writers refer to officers in particular as Capt Bill, Jim, Dave etc — this apparent 'chumminess' merely serves to undermine any sort of respect that should exert itself within the Service.

Why not revert to addressing officers and ratings alike with their correct given names? — **C. Gibbon**, Pontypridd.

Cup recalls brave act

REGARDING the presentation of the Mantle Cup to HMS Brave reported last month, it was noted that there was a double cake cutting ceremony on July 4 to mark both the USA's National day and the anniversary of the commissioning of HMS Brave.

It was not mentioned, or perhaps overlooked, that July 4 1940 was the day that LS Jack Mantle won his VC, when HMS Foylebank was attacked and sunk by Stukas.

Mantle died of wounds received during the attack and the Mantle Cup was later presented to perpetuate his name and bravery. — **F. W. Pavey**, Drayton, Portsmouth.

Bubble burst

I was recently given a copy of February's Navy News — see how long they last down here! — which had me reaching for my Pusser's grip in a frenzy to pack.

What has started me in a panic was the heading in the letters column: "No half measures for tots."

You beauty (Aussie for "Gosh, how wonderfully"), I thought. They've brought the tot back in the RN but are having trouble finding honest Bubble Boatswains (was there ever such a thing, or is that a contradiction in terms?).

I went into a misty dream, the words on the page blurred, I queued with my rum fanny, the smell of two and one wafting down the passageway.

The voice of the butcher came to my ears calling out the measures, "One Mess, two and six" (ten tots). My view cleared and I suddenly realised that the article in question was about kids! How could you be so cruel? — **R. Broniman**, Malabar, New South Wales.

Taking it standing up

REGARDING your reply to H. Griffin's letter (September issue), corporal punishment for boys at HMS Ganges was still being dished out in 1958 — I accidentally witnessed a caning when cleaning out an old bar in the Wardroom.

The boys who had been given 'cuts' had a chit to enable them to take their meals standing. — **R. J. Stapleton**, Ilchester.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



Navy News

No. 483 41st year

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A fly that landed in Scapa Flow

IN the Fly Navy article in last month's issue it states that in February 1947 Lt K. Reed was the first pilot to land a helicopter on a battleship. No so — it had already been done in April 1945.

I was serving on 825 Swordfish Squadron embarked on the escort carrier HMS Campania when a helicopter — a Sikorsky Hoverfly — landed on 'A' turret of a King George V class battleship in Scapa Flow.

Later the helicopter landed and took off from Campania's flight deck (see left). — **S. J. Guise**, Wells, Somerset.

FROM RUSSIA WITH BRONZE

THE Royal Navy's helicopter team, based at RN air station Cudrose, have returned from the world championships in Moscow with bronze medals.

Pilots Lts Bob Hubble and Graham Strutt and aircrewmen CPOs Roy Eggleston and Kev Waller, flying two Gazelles from 705 Squadron, achieved a creditable third place behind the USA in second and the Russians in first.

Cudrose's aviators had the honour of flying the first RN helicopters into Russia and with support from civilian engineers Keith Arnold and Alan Higgs the transit flight took four days, passing through six countries (see page 2).



IT'S A FAIR CAP!

SURROUNDED by a host of red caps LRO Dave Saunders from HMS Cochrane, sported his white naval cap with pride when he found himself outnumbered by members of the Royal Military Police at this year's Edinburgh Military Tattoo.

Dave, who was the Royal Navy's sole representative, attended all 25 performances helping with security arrangements and marshalling the crowds.

Marlborough leads new squadron

A CELEBRATION lunch held on board HMS Marlborough marked the formation of a new Fourth Frigate Squadron.

Guests at the celebrations at Devonport naval base included Flag Officer Surface Flotilla, Vice Admiral Mike Boyce, Captain of the Sixth Frigate Squadron, Capt James Perowne, Captain of the new squadron, Capt Gavin Lane, and Captain of the old squadron, Capt Christopher Beagley. The new formation will include HM ships Marlborough

(lead ship), Lancaster, Iron Duke, Westminster, Richmond and Grafton as well as any new Type 23s presently being tendered for.

The move to the new base in Portsmouth will take place over the coming months with HMS Richmond arriving first after she is accepted into service in December.

Newcastle hits the headlines



LS ANTHONY Jefferies (right) and mess-mate AB Clayton Pattila read all about themselves in the local Sunday paper, Jyllands Posten, during HMS Newcastle's visit to the Danish port of Aarhus.

After her short break alongside, which gave the ship's company the opportunity to attend the annual Aarhus music festival, HMS Newcastle sailed to take part in the NATO exercise Bright Horizon in the Skagerrak and Kattegat sea areas.

Conducted by the Admiral of the Danish Fleet, Rear Admiral Borck, the 30 warships, submarines and support vessels from Denmark, France, Germany, The Netherlands, Norway, UK and USA exercised in shallow seas and confined waters under varying threat conditions.

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Liberation is remembered at Antwerp



THE CITY of Antwerp provided the backdrop for the 50th anniversary celebrations of the liberation of Belgium with HM ships Monmouth, Atherstone, Cottesmore, Hurworth and Brecon joining in the commemorations alongside naval vessels from Belgium, the Netherlands, France and Russia.

Thousands of veterans were present during the commemorations and attended military parades, memorial services and wreath-laying ceremonies.

The Prime Minister of Belgium, Mr Jean Luc Dehaene, also presented each veteran with a commemorative testimonial voicing the gratitude of the

Belgian people to all who took part in the liberation of their country.

"We remember with deep sorrow those who died and those who were wounded. We are indebted to their bravery," he declared, "Out of their sacrifice comes our freedom."



● Above: HM ships Atherstone and Hurworth arrive in Antwerp for the 50th anniversary celebrations of the liberation of Belgium.

● Right: LAEM Andy Moore gives a tour of HMS Monmouth's flight deck to a group of children from Lange Wapper Sea Scouts. During the weekend HM ships Monmouth, Atherstone and Cottesmore were open to the public with Monmouth receiving more than 20,000 visitors.

Vacancy arises for engine-room duty

THE HUNT is on for a replacement for CERA Ron Stickland who retired last month after seven years guiding visitors around HMS Warrior's engine room.

Anyone interested in naval engineering and who would like to take over from Ron in "keeping watch" one day per week should contact John Warsop, Hon Engineering Adviser, or Michael Hodgkins, The Engineer, at HMS Warrior, Victory Gate, HM Naval Base, Portsmouth PO1 3QX (tel. 0705 811368).

KEEP A DATE WITH THE NAVY



The language, customs and practices of the Royal Navy are so much part of our culture that their original meaning is often overlooked. Navy News 1995 gives the background to some of these that have become part of our heritage as a maritime nation — set alongside a dozen fine colour photographs of units of today's Royal Navy, now said to be the most modern this country has had since the early 1920s.

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DEATH SLIDE RECORD BREAKERS



About to take the plunge... LCpl Pete Baldwin and Stu Leggett smile bravely for the camera before launching themselves on a 5,000ft, 30-second "Deathslide" rope descent of Mount Gibraltar (above). Stu Leggett is president of the Canadian School of Rescue Training whose members formed the non-RM element of the expedition.

**PICTURES BY
LA(PHOT)
STEVE LEWIS**

Marines in rope-drop spectacular

A TEAM of Royal Marines and Canadian rescue specialists have braved a sheer, 3,000ft rock face, extreme weather and grizzly bears to set up a world distance record for a "Deathslide" descent.

Funded by the BBC1 programme "Record Breakers", the 15-man team set up a 7,000ft rope from the summit of Mount Gibraltar in the Canadian Rockies.

Only two members of the team were able to complete the daring 100mph descent to the valley 3,000ft below — but that was enough to break the record, with Olympic athlete and TV presenter Kriss Akabusi present to adjudicate.

The two Deathsliders — LCpl Pete Bald-

win of 42 Commando and Canadian Stu Leggett — will enter the Guinness Book of Records for a descent using more than 5,000ft of rope. (The previous record — a "mere" 1,128ft from a height of 416ft — was also achieved by Royal Marines).

Other British members of the team in Canada were Mnes Norm Bate and Tommo Toms of the Air Defence Troop; CSgt Jed Stone, an instructor with the RN School of Leadership and Management; CSgt Dieter Loraine of HQRM and LA(PHOT) Steve Lewis.

It had been planned for all the Marines to descend but problems with the Deathslide braking system and the eventual lack of helicopter cover prevented descent by more than two.

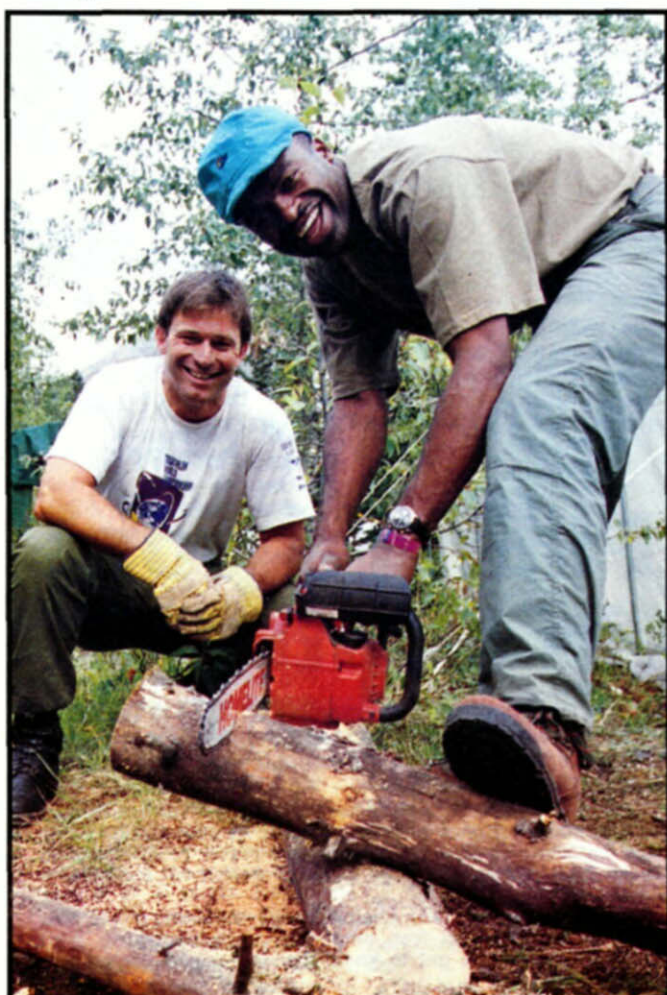
The team spent 12 days setting up the event during which they were subjected to such bad weather conditions that the attempt was delayed four days.

Their top camp at an altitude of 8,000ft experienced up to eight inches of snow, while base camp personnel faced the ever-present threat posed by an 8ft tall grizzly bear with which Norm Bate survived a late-night encounter.

To reach Mt Gibraltar, 70 kilometres south-west of Calgary, the party had to yomp with their equipment through rugged terrain while the immensely heavy rope was flown in by helicopter.

Jed Stone led half the team for a six-day task to prepare anchor points at the summit before loads were sent down to test the braking systems. When Baldwin and Leggett made their descent, the angle of the rope was so acute that for the first 1,500ft they were in virtual free fall, taking only 30 seconds to reach the bottom.

The BBC's spectacular film of the feat will be featured in a special "Record Breakers" programme at Christmas.



Olympic star Kriss Akabusi, a former Army PTI, muscled in on some of the camp chores, helped by CSgt Dieter Loraine.

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LAND-ROVER

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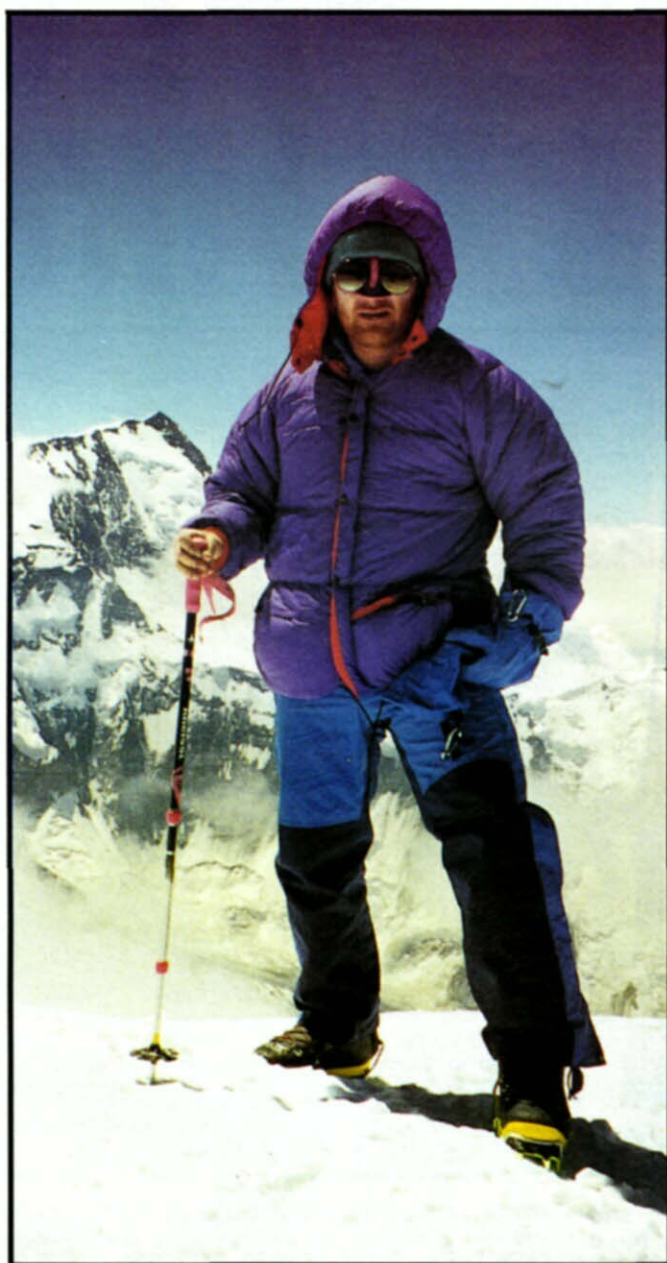
NOT CONTENT with going down in the world, naval diver Ginge Fullen has taken up mountain climbing.

Pictured (right) on an expedition to Mount Korzhenevsky in the Pamir range of Central Asia, LS(D) Fullen was looking for more varied adventure than his previous sport — parachuting — could offer him. He swapped descents for ascents after making 200 parachute jumps.

At 7,105m, Mount Korzhenevsky was Ginge's highest mountain to date. He has also scaled Kilimanjaro and North America's highest peak, Mount McKinley (6,194m) in Alaska.

Relatively few Britons have climbed Korzhenevsky in the past, because of its location in the former Soviet republic of Tadjikistan and its height. But in the expedition in which Ginge took part, eight of the nine climbers reached the summit.

All the other climbers were civilians and three of them — two Russians and an Englishman — were veterans of Mount Everest. One of the greatest hazards faced by the party was avalanches, which occurred every few hours. The height also meant the climbers had to acclimatise to the thin air.



Top of the table

NEW chairman of Helston Round Table, CPO Mick Barnard, receives his chain of office from the retiring incumbent, Mr Andrew Ferrie.

It is the first time in the 38-year history of the branch that the post has been held by a Serviceman from RN air station Culdrose.

Mick, whose wife Gwyneth is vice-chairman of the local Ladies Circle, works at the Merlin Engineering Co-ordinating Office. What little time that his family and his Round Table duties leave over he devotes to studying; he is now in his final year of an Open University mathematics degree.



THUMBS UP FOR CONTENDERS?



CONTENDERS ready! Gladiators ready! Just how prepared LS(D) Simon Lovell (front left) and Cpl Paul Gellender (front right) were to meet the challenge will be revealed over the Christmas period, when the showdown is televised.

Simon (Plymouth Clearance Diving Unit) and Paul (CTCRM Lympstone) represented the Senior Service in a special Armed Forces edition of the hugely popular Gladiators TV programme.

Picture: PO(PHOT) Foz Parker

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Filling a post in Australia



Elaine Lewis

OFF TO Australia on a six-month exchange is POWDSA Elaine Lewis (Drake), who is to take over the administration of the dental department at HMAS Albatross, the Royal Australian Navy's only air station.

With 1,000 patients to keep her busy, Elaine won't have time to feel homesick. Anything but, in fact. Her boyfriend, whom she met when he was "over here" on a similar exchange visit, is a RAN Warrant Officer serving in HMAS Harman in Canberra.

Elaine plans to move to Australia next year when she leaves the Royal Navy, and free time during the exchange draft should allow her to get to know the vast island-continent a little better.

All being well she will visit the Great Barrier Reef and the West Coast.

A trio of award winners



Mid Mark Johnson.

RECIPIENT of this year's Lloyds Bank Award for Endeavour was Mid Mark Johnson, who has now left Britannia Royal Naval College for eight months' Fleet training in HMS Brazen.

The award recognises the Officer Cadet who puts in the most sustained effort on course at Dartmouth to achieve the highest of standards.

During his time there, Mark gained unit expedition leader and rock climbing qualifications. He also spent two months at sea in HMS Glasgow, making port visits to Baltiysk in Russia and Tallinn in Estonia.

He was presented with his Black Horse statuette and a camera by Mr Jim Thomas, Devon area manager for Lloyds Bank.

□ □ □

THE Canadian Special Service Medal, which recognises contributions made by Canadian personnel serving with NATO units, has been awarded to Lt Cdr Gerry Ouellet.

He began his exchange tour in 1991, working for Flag Officer Submarines at Northwood. A year later he joined the staff at Special Communications Unit Leydene, where he is responsible for a number of projects.

Despite being "over here" so long Gerry has kept up his love of American football and manages the Solent Scorpions team.

□ □ □

CTM1(SW) — Petty Officer to the uninitiated — John Eichner USN has been presented with an American decoration, the Navy Achievement Medal, by Flag Officer Portsmouth, Rear Admiral Neil Rankin.

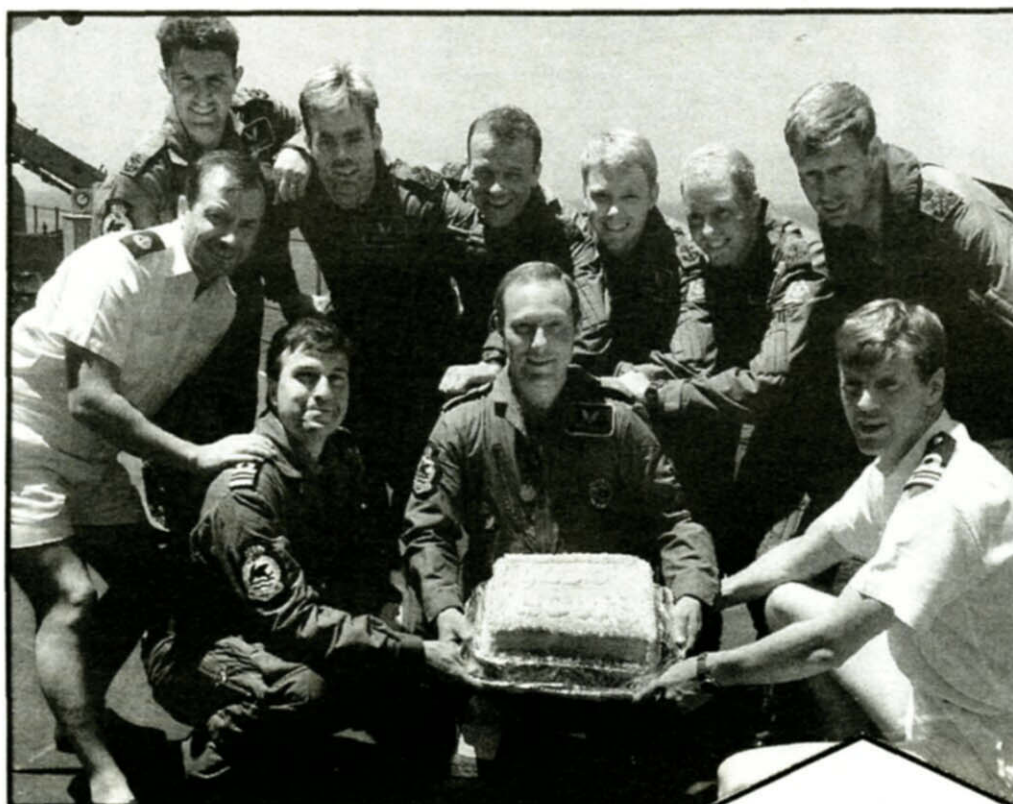
John is currently on exchange here, also serving at Leydene, and the medal was presented while the Admiral was inspecting Divisions.



People in the News



HAND IT TO GLOVER



Argyll sweater!

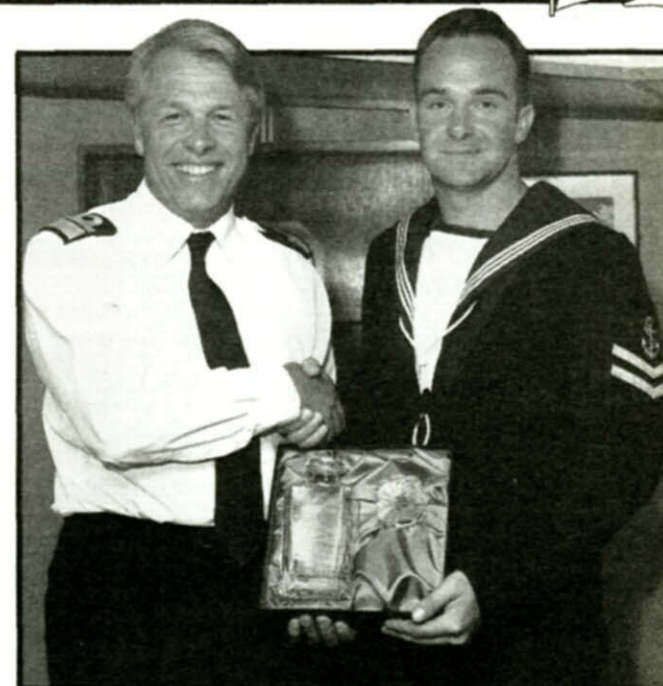


ADMIRAL Bayazit, Commander-in-Chief Turkish Naval Forces, paid a visit to the Duke-class frigate HMS Argyll while she was operating in the Portland Exercise Areas.

At the end of the visit he was presented with a ship's crest by the CO, Cdr David Teer (left), whose rather unconventional pullover was being worn in tribute to the Argyll's affiliated regiment, the Argyll and Sutherland Highlanders.

WHILE operating from HMS Ark Royal in the Adriatic, WOACMN Paul Glover (centre) brought his total of hours flying in Royal Navy helicopters up to 4,000.

Paul, who is serving with 820 Naval Air Squadron, joined the Navy in 1965 and began his flying career in the Wessex helicopter in 1971. He later transferred to Sea Kings and has flown in them ever since.



Matt puts gloss on deployment

REAR Admiral Mike Gretton, Commander UK Task Group, presents LPT Matty Hodgkinson with a crystal decanter to mark his outstanding contribution to HMS Active's West Indies deployment 1993-94.

Matty worked tirelessly to organise a comprehensive sports and social programme for the ship's company, greatly enhancing morale.

DEPUTY DIRECTORSHIP

LT CDR David Harris RN (retd) has been appointed deputy director of HMS Belfast in London. A former CO of HMS Victory, he has more recently been general manager of the top heritage attraction "Flagship Portsmouth".

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A REFRESHING CHANGE

CHEERS! Flight deck personnel and gun crews have reason to toast POMA Paul Richardson, whose award-winning idea means it should be easier for them to get a drink (of water) during chemical or gas attack exercises and emergencies.

During such scenarios the upper deck crew are isolated from the ship's gas-tight citadel. The litre of water allocated to each just isn't enough to allow sustained work by men and women working in chemical protection suits in hot atmospheres, and resupply is only possible after rigorous routines to transfer from a contaminated to a clean atmosphere.

Now Paul (RNH Haslar) has devised a five-gallon water tank with air filters and straw holes, which can be wall-mounted at mouth-



POMA Paul Richardson explains his award-winning innovation to Surgeon Capt Ian Jenkins, Medical Officer in Command at RNH Haslar.

height. This allows the workers to get a good drink without exposing personnel to contaminated air.

The tank can be rigged in a ship's workshop by making slight modifica-

tions to existing equipment.

Future ship designs will incorporate Paul's innovation, which has already earned him £100 from the Herbert Lott Inventions Trust Fund.

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CHEQUES AWAY!

FILM actress Jenny Agutter added a touch of glamour to the 125th birthday celebrations of the National Children's Home when she attended a fund-raising fun day at a holiday camp in Mullion, Cornwall, near to RN air station Culdrose.

The air station took part in the event and contributed £940 of which £600 was raised by former Lt Cdr Bob Duke, pictured centre with Jenny. Bob, who is the Health and Safety Officer at Culdrose, ran his first sponsored half marathon in 1hr 44min and, considering he is 51 years old and suffers from asthma, he did exceptionally well.

Student pilots Lt Al Davidson and S/Lts Nigel Abel and Will Robley were also in attendance when Bob handed over the bumper cheque to Jenny.



Trusty team appeals to special kids

CHILDREN with special needs can be particularly demanding upon Service families, especially when either Mum or Dad have to travel on duty or have to endure frequent moves around the country.

To relieve some of the stress suffered by these families the Handicapped Children's Pilgrimage Trust RN (HCPT) is looking for children from Service backgrounds to take part in the 1995 trip to Lourdes, France.

This year's holiday, reported in the June edition of Navy News, was a great success. More children than ever before were taken to Lourdes and the many helpers, of all ranks, rates and ages, met their demands with distinction.

Plans are now progressing for the Easter trip so any family with a child who would benefit from a holiday with dedicated helpers and ample medical support should contact their local area representative.

Volunteers are always welcome as helpers. No experience is required as the necessary skills are soon learnt through on-the-job training.

Contacts are detailed in DCI RN 163/94 and HCPT(RN)'s Secretary, CPO Sue Cradock, SRs' Mess, HMS Warrior (tel. Northwood, ext. 7549) will be pleased to provide further information.

MONEY TALKS

AS PART of a fund-raising effort for the children's charity ChildLine all RN Dental Clinics are collecting foreign currency, coinage and notes, which will then be turned back into sterling to provide valuable funds for this worthy cause.

Many sailors travel extensively with the RN and accumulate large amounts of foreign coins. In addition sailors and their families will have enjoyed foreign holidays this summer and will have some foreign currency left which the Dental Clinics will be happy to receive — look out for posters in RN and RM establishments advertising the collection.

Faslane generosity gains renown

A FULL day of activities was organised for ten children and two members of staff from Duncutha Children's Home, Dunoon, when they visited the Clyde Submarine Base.

After a swim and some lunch they enjoyed a trip on the Gareloch and their day was rounded off with a visit to HMS Renown.

One of the 11 submarines based at Faslane.

Staff member Darren Bartley, a former Navy man himself, described the day as a great success and an outing the children will remember for some time.

The Clyde Submarine Base has also played host to a group of residents from Clyde View Residential Home in East Montrose Street. Arranged by the crew of HMS Renown (Starboard) 17 residents and nine staff took a waterborne tour of the base and met some of the canine members of the MOD Police.

Later, while the residents took tea with the Church of Scotland Base Chaplain, Rev Donald Keith, members of staff toured the submarine.

Among the many attractions at HMS Herald's annual garden fete were a Sweeney Todd barber shop, felt-tip pen tattooing, hoopla, "splat the rat" and a strongman competition. The afternoon's fun raised £1,006 for the ship's welfare fund and adopted charity, Call South West.

Admiral of the Fleet Sir Henry Leach, chairman of St Dunstan's charity, accepted a cheque for £6,000 during a D-Day commemoration concert by the Ashton-on-Mersey Showband. The money will be used to help convert a Brighton rest home into a nursing home for blind Service personnel. This latest donation brings the total given by the Showband over the past few years to almost £10,000 and in recognition of this the musical director, Mr Ernie Waites, was awarded the MBE last year.

A combined RN/RM team from HMS Plover, one of the ships of the Hong Kong Squadron, took part in the second annual pedal-kart championships at RAF Sek Kong and raised HK\$7,800 (£665) for charity. They were the first team to complete their allocated laps under the handicap system and were awarded a case of lager by the Officer-in-Charge RAF Sek Kong.

Mrs Judith Sanders, wife of Rear Admiral Jeremy Sanders, Commander British Forces Gibraltar, presented a cheque for £3,800 to the King George Psychiatric Hospital. The money was raised at a Derby Day held in the Mount gardens and was supported by crowds of willing punters who gave half their winnings in each race to the fund. A raffle, an auction and a sale of food and drink also helped swell the coffers.

In her capacity as President of Save the Children The Princess Royal visited the China Fleet Country Club, Saltash, to receive a donation to the fund.

Devonport Management Ltd sponsored a family fun day at the club during which over £40,000 was raised.

HMS Birmingham offered a prize of a day at sea for a family of four to help raise funds for Greswold Primary School. Solihull. Duncan and Christine Pugh and their children Keiran (10) and Carys (8) spent an exciting day on board the Type 42 destroyer and helped raise £4,500 which will pay for major building and extension work at the school.

As part of their holiday at the Winged Fellowship Trust Holiday Centre, at Netley Water-side House, a group of nine-to-16-year-olds made a special visit to HMS Collingwood. The day started with a swim in the establishment's pool and later included a boat trip around Portsmouth harbour.

HMS Daedalus hosted a charity event for the RN Motor Sport Association during which Mini Coopers and Maestros, Datsun 240zs and Lotus Esprits battled for honours around the airfield track in aid of Fareham and District Sports Association for the Disabled.

Great lift for MS chairman

ADMIRAL of the Fleet Sir Julian Oswald, patron of the MS Therapy centre in Portsmouth, receives a cheque for £650 raised by a team of officers and ratings from HMS Collingwood.

The team took part in the annual Snowdonia challenge organised by the MS Society and carried wheelchair-bound James Mansfield (centre) to the top of the mountain.



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QUEENS OF THE CASTLE

IT WAS these ladies who captured the spotlight at the rededication of HMS Leeds Castle — guest of honour Lady Peggy Speed and five-year-old Victoria Reed who presented the ship's sponsor with a bouquet.

Lady Speed launched the offshore patrol vessel in 1980 when her husband, Sir Keith Speed, was Navy Minister. Victoria is the daughter of one of the ship's sailors, LCK Brian Reed.

The rededication ceremony took place at Rosyth where for the past five months Leeds Castle has been undergoing refit.

Before the service of rededication Sir Keith and Lady Speed inspected the

ship's company. Later Lady Speed and the youngest sailor on board, AB James McGowan, cut the rededication cake.

Other guests included Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan; and the chairman of the Board of Trustees of Leeds Castle, Lord Thomson of Monifeith. Also present was Cllr Graeme White, deputy mayor of Hastings, the ship's affiliated town.

Commanding officer of the Leeds Castle is Lt Cdr David Kent who recently won the NSPCC Trophy Putter while representing the Navy at golf at Taymouth Castle, Aberfeldy.



Picture: CPO(PHOT) Nigel Gordon

Search begins for explosives in lost barges

NAVY DIVERS have embarked on a lengthy operation to locate and detonate what may turn out to be up to 30 tonnes of Second World War explosives which may be lying on the bottom of the River Tamar.

Biter's racy emblem

HMS BITER, training vessel of Manchester and Salford Universities RN Unit, has acquired a racy new house flag — an Alfa Romeo team emblem.

The flag was taken on board by this year's British touring car racing champion, Gabriele Tarquini, who was accompanied by other members of the winning Alfa Romeo team. He made the presentation at East Telford Dock, Liverpool, where Biter is based.

The link up was sought by the commanding officer, Lt Cdr Ian Fitter, on the basis that Biter's international call-sign of GAAR is normally abbreviated to AR — Alpha Romeo.

Two depth charges have already been found by the Plymouth Clearance Diving Unit searching in mud 30ft below the surface at Hen Point opposite the former RN ammunition depot at Bull Point.

Three or four lighter barges containing explosives are known to have been sunk there by enemy action in 1942. When contractors began work to clear Bull Point in preparation for its hand-over to Flag Officer Sea Training, they found the remains of one of the barges and its cargo.

Precaution

The depth charges, which were not fused, were detonated by controlled explosions outside the breakwater. Danger is minimal due to the length of time that the explosives have remained hidden. However, the area of search has been buoyed off as a precaution.

Two local companies are working with the Navy divers

in an operation to find any more explosives which may be present. Each barge could have contained up to 10 tonnes.

The operation will be painstaking and is expected to continue through the winter.

Commanding officer of the diving unit, Lt Cdr John Chaple, said that the recovery and disposal operation was in its "very early stages... We have to recover each item and take it along the river to Plymouth Sound to the disposal area."

Pay chairman visits Bosnia

CHAIRMAN of the Armed Forces Pay Review Board, Air Chief Marshal Sir Roger Palin, visited 845 Naval Air Squadron during this tour of British forces in former Yugoslavia.

He answered questions from members of the squadron and explained recommendations the Board is making, taking particular interest in views on allowances.

New plan to save Mary Rose

THE decades-long operation to preserve Henry VIII's warship Mary Rose is about to enter a new phase.

Since the remains of the Tudor vessel were recovered from the Solent seabed 12 years ago, she has been continuously sprayed with water to prevent her drying out and rotting away.

In the meantime scientists have been devising a method which would preserve her indefinitely for viewing by tourists at Portsmouth Historic Dockyard. Now they have come up with the answer — spraying with polyethylene glycol (PEG) for 20 years.

The process will involve the use of two types of PEG, the first of which will take 15 years to penetrate the wood to replace water at the core. The second compound will take a further five years to toughen the outer layers of the decayed wood.

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Middleton is top gun



THE Small Ships Gunnery Trophy is accepted by AB Scouse Lee on behalf of HMS Middleton's gun crew. It was presented on board the ship by Captain Fishery Protection, Capt Chris Morrison. On the right is the ship's gunnery officer, S/Lt Steve Emmerson.

Picture: CPO(PHOT) Nigel Gordon

Ice ship to join survey squadron

ICE patrol ship HMS Endurance is to become part of the Hydrographic Surveying Squadron from next summer.

Endurance will continue to be based in Portsmouth where she forms part of the Surface Flotilla. It has been decided by Flag Officer Surface Flotilla that her transfer to the Surveying Squadron under Captain (Hydrography) will enhance her support.

FOSF will continue to chair the annual programming meeting where the ship's programme for the following season, as well as an updated five-year plan, are agreed. Detailed programming will be delegated to Captain (H).

DCI RN 153/94

Air safety courses

DETAILS have been released of the following courses to be held next year:

AIR 354 — the three-day RN Flight Safety Course at RN air station Yeovilton;

SAMCO 91 — the Flight Safety Course for FAA WOs and senior ratings;

Courses run by the Royal Naval School of Educational and Training and Technology.

Enquiries concerning the air safety courses should be addressed to The Staff Officer, RN Flight Safety Centre, RNAS Yeovilton ext. 6222; and those concerning RNSETT to Portsmouth Naval Base ext. 22381.

DCI RN 166-168/94

Go-ahead for info exchange on N-power

EXCHANGES of information on nuclear power are to take place between the Ministry of Defence and the civilian nuclear industry.

An arrangement has been agreed between MOD and Nuclear Electric plc who maintain common interests concerning operational, safety, regulatory and technical matters.

Exchange of experience of light water reactors is seen as being of particular value.

The exchanges must be used for information only and do not prejudice Britain's obligations under the terms of the 1958 Anglo-US Mutual Defence Agreement.

Where MOD or Nuclear Electric consider that a particular matter represents significant

intellectual property, the exchange may be made in the context of a formal contract.

DCI RN 152/94

Prize from 1812 war

TOP winner of the 1993 Naval History Prize is Lt Cdr Philip Shaw with an essay on the Royal Navy's performance in the War of 1812. He receives £200.

Runner-up was Lt Cdr James Humphrys (HM Naval Base Rosyth) with an essay on the alternative set subject — an es-

say on whether the Second World War Mediterranean campaign was a side-show. He receives £120.

Third prize of £80 and a certificate of merit goes to Lt Cdr Mark Leaning of HMS Liverpool and Wg Cdr M. W. Stretton (Dryad) respectively. Second prize of £120 for rating entries was won by WOWTR P. A. Nicholls of Dryad.

DCI RN 154/94

Weymouth closure

THE Torpedo Trials Group at Weymouth will close on March 31. Administered by Captain Weapons Trials and Acceptance (CWTA), the group's responsibilities will be transferred to Director General Underwater Weapons (Naval) and to CWTA (Portsmouth).

All correspondence from January 1 should be addressed to CWTA (Portsmouth), COB 2, HM Naval Base Portsmouth, Hants, PO1 3NH.

DCI RN 161/94

Shipshape future

THE FIRST Weapon Engineer Officers Technology Update Course will be held at HMS Collingwood on November 7. It will comprise a day-long series of presentations under the title "Shipshape — a look at the technology shaping the ships of the future".

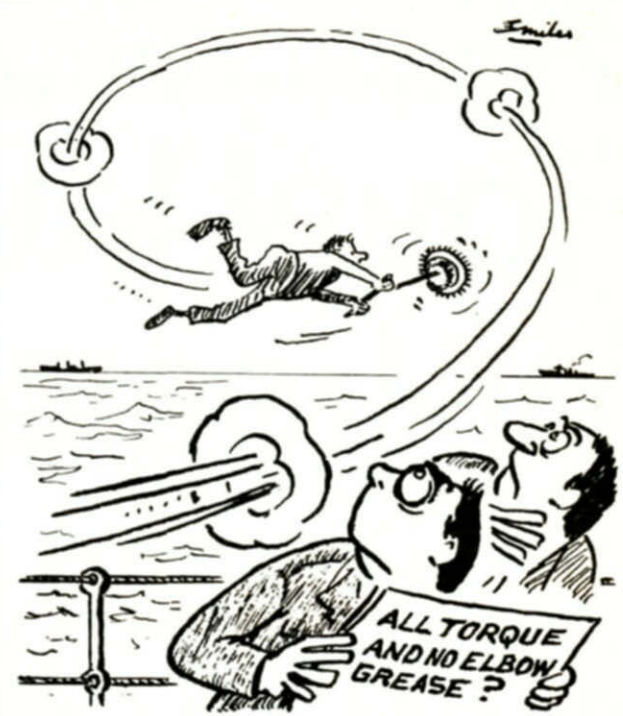
The course will be of particular interest to WE officers of lieutenant to captain rank, although officers of other ranks and specialisations are welcome.

Applications should be made to The Captain, HMS Collingwood, Fareham, Hants PO14 1AS (for attention of DTSR — SHIPSHAPE) not later than October 21.

DCI RN Announcement 19 Aug 94

Squash contest

SEMI-FINALS and final tie in the RN Squash Rackets Association team knockout competition will be played at HMS Temeraire on February 6. Pre-



High-speed end of polishing pain

TIME and effort being spent on cleaning and polishing linoleum-type coverings on ships' decks is being reduced — thanks to the introduction of special machines.

All ships with linoleum, vinyl or epoxy coverings will be issued with at least one Victor Wolf 400 Polisher. Aircraft carriers are receiving as many as ten.

Primary purpose of the high-speed polishers is to maintain flats and passageways in less time and more

effectively than the current, more manual method. Black pads are no longer to be used.

Ships are to request their allowance of polishers by demand on Director General Supplies and Transport (Naval).

DCI RN 170/94

New career boost for management accountants

MANAGEMENT accountancy is to become a new sub-specialisation of qualified officers.

Training in the field was first made available to RN officers more than ten years ago and there are at present 13 complemented billets for management accountants, as well as many other billets of a more general nature in which management accountants are useful.

Now, the sub-specialisation "CMA" will be introduced to increase the visibility of management accountancy as a specialist career option and will be seen in relation to their important role in managing change and meeting the growing demand for business skills with the introduction of New Management Strategy.

DCI RN 157/94

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AIM of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

ANNUAL meeting of the Royal Naval Amateur Radio Society will be held in HMS Collingwood at 1400 on October 8. The meeting will be followed by a social evening in the WOs and CPOs Mess, tickets for which may be obtained from CRS Puttick, HM Naval Base Portsmouth ext. 23347.

DCI RN Announcement 26 Aug 93

NAAFI TAKES OVER MESSING CONTRACT

NAAFI has taken over the provision of public funded messing. The contract awarded by the Ministry of Defence is worth £100m over the next three years and involves the supply of food and drink to UK Forces' kitchens and cook-houses around the world.

Working with the Directorate of Services Food Management, Naafi's PFM task as far as the Royal Navy is concerned involves serving 37 establishments, including three in Germany, 104 ship and 21 RFAs.

Making a significant increase in its operations, Naafi has committed considerable resources to the PFM contract, including building

a new distribution centre at Grantham, Lincolnshire and leasing another in Edinburgh.

A fleet of 81 vehicles is serving 920 delivery points throughout the UK daily from Monday to Friday. Fresh, frozen and chilled produce are delivered three days a week, with dry goods on the other two. In Germany 250 points are served by a fleet of 29 vehicles.

A telesales system, linked with the central warehouse storage system, means that goods are delivered within two working days of order.

There is a core range of over 1,500 items from which to choose and because the computerised ordering system is linked to the warehouse, customers can be advised instantly when items are unavailable and alternatives can be suggested.

Royal launch for Legion's new college

A £4.6 MILLION project by The Royal British Legion to substantially expand its training facilities for ex-Service people reached a crowning success when The RBL Training College was officially opened by the Queen at Tidworth, Wiltshire.

The college offers a wide range of courses to help Service leavers to obtain qualifications they may need in the civilian job market. Equally high-quality resources are available to serving personnel and dependants through Return to Work courses and part-time day and evening classes.

Training has been provided by TRBL at Ellesmere Port, Cheshire, for the past ten years, and the new complex at Tidworth is designed to complement and expand the facility.

Creche

Among those who met the Queen on her visit was the Legion's president, Vice Admiral Sir Geoffrey Dalton. After unveiling a plaque, Her Majesty toured the college to meet students and observe courses under way — including those on information technology, computer maintenance and business administration.

She also visited a creche provided for children whose parents are attending courses.

Almost one-third of the cost of the college has been met by a European Community grant.

The remainder is being paid out of TRBL resources and through an appeal fund which remains open. Plans are in hand to expand the facility further by providing a 40-room hotel offering high-standard accommodation and conference facilities for students and local business.

Course details are contained in Service Resettlement Bulletins, while further information is available from the Course Co-ordinator, Irene McCall, on 0980 843674.

● The RBL is now offering a training grant to Service leavers which will enable them to undertake up to nine months' free training to help them to become licensed taxi drivers in London.

The instruction enables them to pass "The Knowledge", the rigorous tests administered by the Public Carriage Office of the Metropolitan Police.

Since 1928 the Legion has assisted ex-Service people to pass The Knowledge at a training school which is currently sited near Kennington Oval cricket ground. However, the school will close in January and the training will be provided by the Knowledge Point School of London under contract with

The Royal British Legion. The scheme will be administered by the Legion's Resettlement Support Officer, Simon Cracknell (tel. 071 973 0633).



Five-year-old Natasha Williams says it with flowers as the Queen arrives to open The Royal British Legion Training College at Tidworth. Natasha is the daughter of a member of staff at the college.

Project given encore

THE partnership between the Armed Forces and Lincolnshire Training and Enterprise Council has resulted in a resettlement programme in the county for the second year running.

While repeating some of the successful briefings from the first year, many new seminars will be developed.

The programme is open to all Service leavers, especially those considering settling in Lincolnshire.

For information on the 1994-95 programme contact one of the following: Major J.O.M. Hackett on 0602 572010, Sqn Ldr Kenny Grant on 0526 342581, or Major A. W. Silcox-Crowe on 0507 607620.

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Rise in jobs success

FOUR out of every five Service leavers find employment within three months of entering civilian life, according to new figures released by the Services resettlement organisation.

Since 1992 there has been a reduction in Service manpower from 300,000 to 245,000. Redundancies under the three-year Options for Change programme have totalled 24,143 — one-sixth of them being borne by the Royal Navy.

However, statistics show that in the last quarter of 1993, 79.3 per cent of leavers found employment within three months compared with 60.6 per cent in the same quarter of 1992.

Of the remainder, 4.7 per cent were in further education, 0.6 were on a Government training course and 1.8 per cent had retired.

The briefings were requested by the Naval Resettlement Information Officer at HMS Nelson, Cdr Clive Lewis, who realised that there was a need among Service leavers for guidance on managing their transition to Civvy Street.

They needed a clear vision for their future, a plan which would achieve their vision, and firm belief in themselves and their ultimate success.

As a result of the demand so far, David — a former Royal Navy CRS — and Marina have planned one and four-week courses under the same title.

Dates

The briefings, which started at HMS Nelson on September 27, are scheduled for HMS Collingwood on October 5, HMS Dolphin on October 12, HMS Dryad on October 17, HMS Osprey on October 20 and HMS Nelson on October 31. All the briefings will take place at 1000-1200 and 1400-1600 at each venue except HMS Nelson where a single briefing will run from 0900 to 1200.

For details contact Cdr Lewis (tel. 0705 822351 ext. 24127 or 0705 732164); or Marina Webster on 0705 255479 or 0831 857768; or David Plaiter on 0705 874646.



"Sir does appreciate that we do not accept his Identity Card for 'Pay-as-you-dine' purposes here ...?"

NEWSVIEW

Stricken bands strike up support

WHEN tragedy strikes a group of musicians the sadness that spreads in its wake is of that special kind reserved for people who work to provide pleasure for others.

In the case of military bands there is another side to it. We are reminded of the bravery of people trained to uphold the morale of their comrades — even in times of great danger to themselves.

Music brings comfort as well as pleasure. In 1986, when HMV Britannia stood by to rescue hundreds of men, women and children from war-ravaged Aden, Royal Marines musicians serenaded the evacuees from the deck — a morale-boosting eccentricity that seemed to belong to another era but whose message of reassurance was unmistakable.

In spite of everything, the band plays on — and the Band of the Royal Marines Plymouth did just that a mere two days after one of them was killed and all the rest injured — ten seriously — in a coach crash five years almost to the day after the IRA bombing of the RM School of Music at Deal.

Recent defence cuts mean there are now 20 per cent fewer Royal Marines musicians left to perform a function that to many is as vital as eating or breathing. The Band Service as a whole is actually just under 20 per cent of its strength in 1960, when its retiring Principal Director of Music, Lt Col John Ware, first arrived at Depot RM, Deal.

High standard

Fortunately the gap is being partly filled by the Royal Navy's 13 Volunteer Bands — though some of these have suffered too, as a result of civilian redundancies.

These units, supported by non-Service musicians some of whom have given over 20 years to their particular bands, are taking on more and more of the engagements formerly covered by the Royal Marines — and doing so to a high standard of performance under the guidance of RMBS personnel.

HMS Ark Royal's band was singled out for particular praise by her commanding officer when the ship returned from the Adriatic last month (see page 18). Sadly it is mostly only the bands in the carriers that have the chance of foreign travel these days.

It seems likely, though, that these dedicated part-timers will earn an increased share of the limelight in the years to come. We shall hear more of them — and they will continue to improve with the hearing.

● Ten bands will perform at this year's Royal Naval Volunteer Band Festival at HMS Daedalus, Lee-on-the-Solent, Hants on October 8. Tel: HMS Daedalus ext 4277 for tickets.

"Although we are fewer in numbers, the quality and professionalism of the individuals within the Band Service is at least as good as it always was and is, arguably, better. I recall, for example, that we used to rehearse the Massed Bands at the Royal Tournament for some three weeks before the event; now it takes three days."

Lt Col John Ware, Principal Director of Music, Royal Marines, 1989-94.

Identity card to open all doors

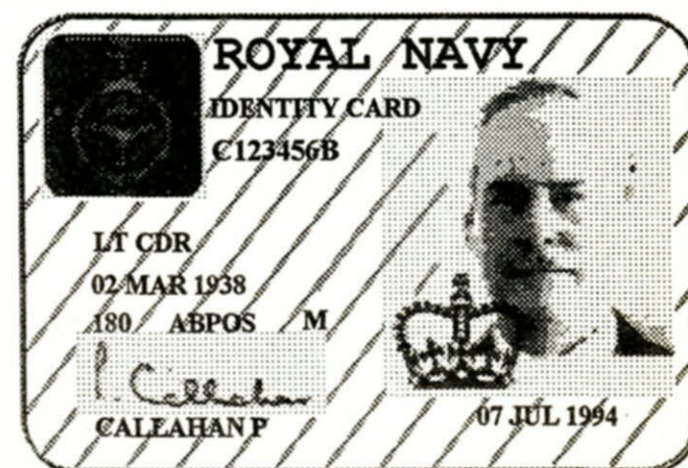
A NEW identity card which can carry encoded personal data is to be issued to all three Armed Services.

Collection of data and card production starts on November 1 for all serving Royal Navy and Royal Fleet Auxiliary personnel. Basic design is common to all three Services and Ministry of Defence headquarters.

The card has been designed in such a way that it is difficult to copy or alter, while permitting

recognition visually and via a card reader in any MOD environment.

On the reverse the card has a magnetic strip containing a unique and unalterable "watermark" number. Its capability of carrying encoded data could enable the card to be used as a key for automated access, reporting of movements and debiting of pay accounts for such things as cash



● Example of the new identity card which will soon be issued to all Service personnel.

clothing and pay-as-you-dine.

A hologram of the Tri-Service crest appears on the card's face, with a digitised facial image overlapped by a crown.

Other information displayed includes the holder's signature, printed surname and initials, Service number, rank or rate abbreviated to five letters, date of birth, height in centimetres, blood group, sex, and the date the image was taken.

Most of the information needed for production of the

cards is already held by the Naval Manpower Information System. However, the digital images and signatures will need to be "captured" and stored on a database in Centurion Building, Gosport, where all the new RN cards will be produced.

Cards may be obtained either by attendance at one of the data "capture" points at all major establishments or during a visit to smaller or more isolated units by members of the Naval Identity Card Project Team.

Those who are unable to obtain the card at establishments or through project team visits should complete form S.1511A "Application for Issue or Re-issue of Naval Identity Card S.1511 (Revised 9/94)".

Dependents

After the initial issue 13 permanent sites, including new entry establishments, will be chosen for data capture for all further issues or re-issues. A programme for the issue of the new cards to Reservists and naval dependants is to be announced.

Further information on the new cards will appear soon in DCIs and temporary memoranda.

Centred on Fleet

C-in-C Fleet Admiral Sir Hugo White welcomes new Armed Forces Minister Nicholas Soames to his headquarters at Northwood, to inspect the National Command and Control Centre that will become the new Joint Services Operations Centre announced in the Defence Cost Studies review.



KEEPING THE LID ON



HMS Nottingham ... she has challenged hundreds of ships. Inset: Maintainers arm the ship's Lynx helicopter which has flown hundreds of hours since arrival in theatre.

Embargo warships make arms finds

FINDS OF ARMS caches in some of the merchant ships stopped and searched in the Adriatic have been reported to Navy News in a despatch from the Type 42 destroyer HMS Nottingham.

Nottingham, a member of the multi-national naval group enforcing UN sanctions against the former Yugoslavia, has herself challenged well over 300 vessels since she joined Operation Sharp Guard in May. So far she has boarded 30 ships and diverted eight to Italian ports.

She says that the recent finds of arms demonstrate that the situation ashore would be much worse without Sharp Guard in which warships from the USA, Italy, Germany, France, Spain, the Netherlands, Denmark, Greece, Turkey,

Canada and Belgium are also taking part.

Nottingham is a member of Standing Naval Force Atlantic, and has spent 92 days at sea. Seventy days have been spent on patrol, 50 of those in defence watches in a sea area close to the Yugoslav coastline and within range of shore-based missiles. She is due to return home next month.

During her patrols she maintains a 24-hour boarding capability involving 36 armed sailors and Royal Marines. If called upon, the boarding party is inserted either by boats or by

rapid roping from the ship's Lynx helicopter which has clocked up 215 flying hours since Nottingham's arrival in theatre.

Typically, a boarding operation lasts about two hours during which a thorough search is made of the merchant vessel's documents, and the ship and her cargo are searched.

In most cases the crews are friendly and keen to be helpful, but the Sharp Guard emphasis remains on polite but firm control and a detailed inspection to maintain the integrity of UN sanctions.

● More Adriatic news in centre pages.



Machinery watch ... just as important a role in Sharp Guard as boarding operations.

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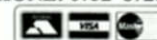
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'Anytime, any place, anyhow' . . .

THE Italians called her the 'Martini Carrier' — not because of her people's drinking habits, but in tribute to her ability to stay with the action 'anytime, any place, anyhow'.

Back in Portsmouth last month, HMS Ark Royal had spent seven months in the Adriatic, ever ready to protect British troops on the ground and get them out of harm's way if required.

Early in the year the airfields around the coast in this region are often shrouded in

fog — but the Ark won her new nickname by dodging areas of poor visibility to get her aircraft airborne over Bosnia while land-based aircraft were hemmed in.

Her commanding officer Captain Terry Loughran told Navy News: "I am delighted that the ship and her aircraft have been able to do so much

to demonstrate the effectiveness and inherent flexibility of carrier aviation.

"The Sea Harriers have established an enviable reputation as versatile multi-role aircraft."

Just being there was often enough — British Army personnel who have visited the Ark reported that Sea Harriers had only to arrive on the scene for the noise to bring an end to any fighting.

One of the more dramatic incidents of the deployment occurred in April when Lt Nick Richardson of 801 Squadron was shot down while flying in support of UN troops being shelled in the besieged Muslim enclave of Gorazde.

In order to avoid collateral damage he made three passes over the target, attracting fire as he did so. He was subsequently hit by a missile and forced to eject, but was picked up by friendly forces and made it safely back to the ship.

This was the first NATO aircraft to be lost in combat.

Flexibility

Sea Harriers have provided continuous air defence, strike and reconnaissance in support of UN objectives, flying nearly 600 missions over Bosnia.

Meanwhile the Ark's Sea King helicopters of 820 and 849 Naval Air Squadrons whose normal role is anti-submarine warfare and airborne early warning have provided support to ships of all the nations enforcing the UN arms embargo against the whole of former Yugoslavia and economic sanctions against Serbia and Montenegro, as well as ferrying high value stores, people — and the ship's mail.

"The front-line ASW Squadrons have, without doubt, found a rich vein of tasking in the Adriatic theatre where their flexibility has shone through," commented 820 Sqn's commanding officer, Lt-Cdr Douglas.

Brave takes a short cut

HMS Brave took a break from the UK task group in the Adriatic to make a short visit to Crete — and came back through the Corinth Canal carrying a number of VIP guests including the Australian Ambassador to Greece, Mr C. A. Edwards.

The canal, which celebrated its centenary last year, was constructed to shorten the passage between the Gulf of Corinth and the Saronic Gulf, taking 320km off the voyage between Piraeus and Brindisi.

It was started by the Emperor Nero in AD 67, but went uncompleted until after work was resumed by a French company in 1882. The firm went bankrupt seven years later and the Greeks took over the job and finally completed it in 1893.

The canal is 6.4 km long, eight metres deep and only 25 metres wide. With sides rising to a dizzying 87 metres and a continuous tide of one to three knots, a cautious passage is necessary.

"Even my short visit to Brave showed me the excellent morale and standard of seamanship which was exactly what I expected," said Mr Edwards.

"The British Navy continues to play a major part in enhancing peace and security in this part of the world, as in others."

From his total of seven aircraft, two were embarked in RFA Fort Austin for four months to help transfer stores from the airhead at Bari in Italy to the various ships of the Task Force. The other five remained in the Ark providing search and rescue support for Operation.

The squadron flew an impressive 2,500 hours, losing very few sorties due to unavailability — thanks to an 'immense engineering effort' involving two Watches working eight hours on/eight hours off.

There was plenty of opportunity for aircrew continuation training, including some excellent serials with Spanish, German and American submarines.

Exercise Dynamic Impact in May allowed the opportunity to carry out "ripple pinging" against 'enemy' submarines — something the Squadron rarely gets the chance to practise nowadays, with the end of the Cold War and subsequent scaling down of NATO exercises.

In July two aircraft flew to Sigonella in Sicily for a week learning the intricacies of mountain flying. With the likes of Mount Etna rising to over 10,000 ft and 'hot and high' conditions, this proved a bit

● Main picture: 820 Naval Air Squadron's anti-submarine Sea King helicopters operating with HMS Ark Royal in the Adriatic.

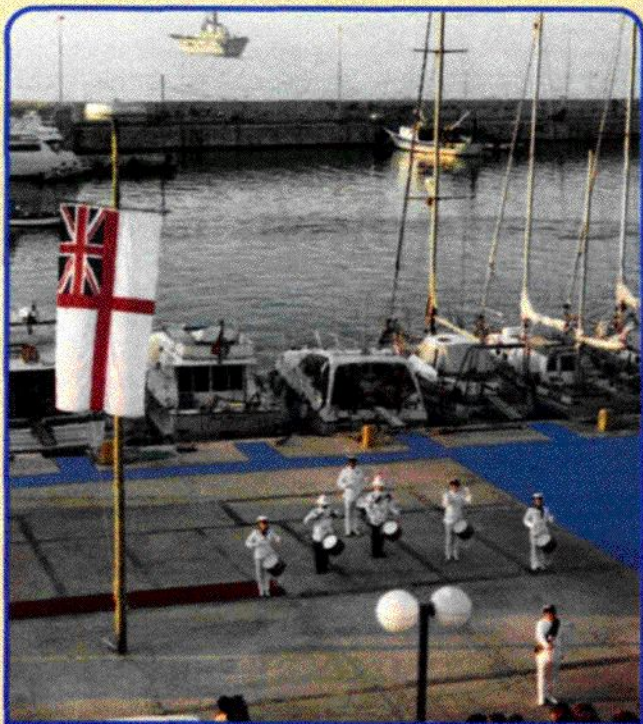
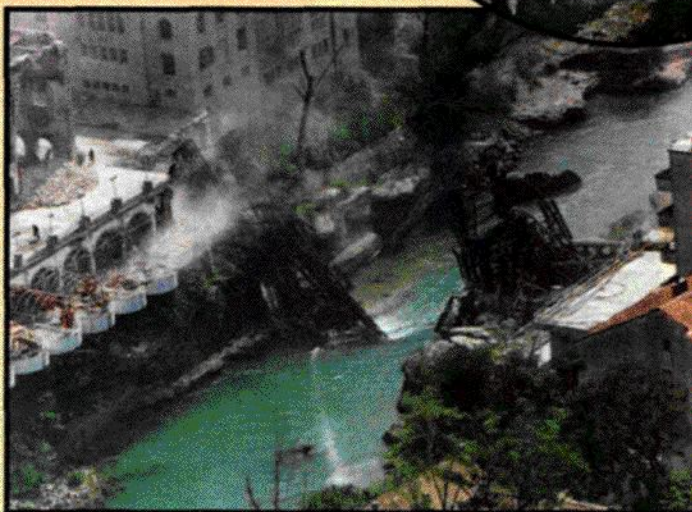


more challenging than the Welsh valleys.

Later in the month 820 teamed up with 801 Squadron's Sea Harriers to hone up fighter evasion techniques — proving once again that it is technique, not speed that counts.

820 Sqn is now preparing for re-embarkation in HMS Illustrious at the end of January and the prospect of a third successive seven-month deployment to the Adriatic.

When she arrived home on September 2, the Ark had been away for 220 days, having spent only 35 of them alongside and 35 more at anchor.



Supporting act

SPECIAL tribute to HMS Ark Royal's Volunteer Band has been paid by the ship's commanding officer Capt Terry Loughran.

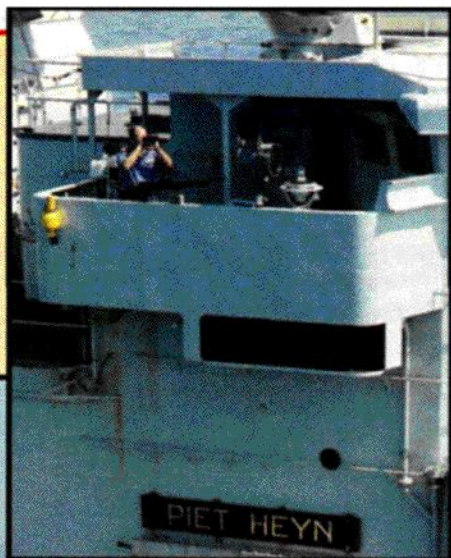
"They have provided sterling support to the ship's company and made a major contribution through two highly successful tours of the Adriatic to enhancing the reputation and good name of the Service abroad and at home" he said.

Their long list of functions has ranged from the Embassy at Athens (flown from Corfu courtesy of Virgin Airways; the British Consulate at Istanbul and the Queen's Birthday Party at Bari, Italy.

● Below: Full Ceremonial Sunset at the Royal Yacht Club, Bari.

● HMS Ark Royal returning to Portsmouth last month.





Brilliant edge to Sharp Guard

HMS BRILLIANT is keeping busy playing a full part in Operation Sharp Guard, challenging and boarding merchant vessels in the Adriatic.

She is one of 21 warships from 12 countries in a United Nations naval blockade enforcing trade sanctions against Serbia and an arms embargo against all the countries of the former Yugoslavia.

More than 27,000 ships entering the Straits of Otranto have been challenged since June last year, as a result of the co-ordinated efforts of the warships operating under NATO and the Western European Union.

More than 2,600 of them have been halted and inspected, or diverted to an Italian port for further searches.

Boardings are accomplished either by fast roping from Brilliant's Lynx helicopter or to the decks of merchant ships, or by boat.

Since the UN strengthened the embargo against Serbia and Montenegro in April 1993, no ship has been able to break the embargo — but six

have been caught trying to.

Another aspect of Sharp Guard in which Brilliant has participated is a northerly group forming a "ring of steel" close to the Serbia-Montenegro coast. Their mission is to stop any ships which evade the southerly group.

Brilliant's Commanding Officer, Captain James Rapp, said: "I am confident there have been no major transgressions of the blockade."

From left to right above main picture:

● Mne Jordison is first out of HMS Brilliant's Lynx, roping down to the deck of a suspect merchant vessel.

● Commodore Alastair Ross (now relieved as Commander Standing Naval Force Mediterranean) watches from the bridge of his flagship HNLMS Piet Heyn.

● The "second stick" search party sets out from HMS Brilliant after the suspect vessel has been secured.

Harriers under fire

HMS Invincible, which relieved HMS Ark Royal in the Adriatic last month, was in action from the moment she arrived.

Two of the embarked new FA2 Sea Harriers were on a UN operational mission over Bihac when they came under fire from a hand-held surface-to-air missile launcher.

They took evasive action and were able to continue with their patrol, returning safely to the ship.

It is not known which of the warring factions was responsible for the attack.

In April a Sea Harrier of 801 Naval Air Squadron was shot down over Gorazde. The pilot ejected safely after the aircraft was hit by a missile believed to have been a SA7.

● HMS Invincible is seen here leaving Portsmouth on her way to the Adriatic.

Baby boomer

HMS Nottingham returns to Portsmouth next month after six months in the Adriatic — to find (to date) eight new babies waiting to meet Dad for the first time.



Showing their bridge work

AN 845 Squadron Sea King took these dramatic pictures of the Royal Engineers' demolition of 'Tito's Bridge' in the war-torn city of Mostar.

The helicopter had flown in a party of United Nations VIPs to witness the event and was on station to evacuate casualties in case of an accident.

Built in 1936, the original bridge was destroyed in the early stages of the war in the former Yugoslavia. No sooner was a replacement Bailey bridge installed by the Royal Engineers than fighting erupted between Bosnian Muslims and Croats. It was pounded by artillery and tank shells until finally rendered unusable for vehicles.

The explosion shook the city as 160lb of plastic explosive cut it into seven parts to allow for easier disposal.

Later a new bridge was being built by British and Spanish engineers to allow traffic to flow in both directions — reuniting friends and families separated by over two years of conflict.

● Left and inset: the end of 'Tito's Bridge'.

● Above: Members of HMS Ark Royal's Ship's offered practical help to the RE in Bosnia. PO Harris (left) celebrates with the Sappers after helping them build another new bridge.





Deeds, not words shall speak me

FOR NEARLY 20 years Alistair MacLean had few peers as a popular thriller writer. His first book — and arguably his best — was "HMS Ulysses", written much in the vein of Monsarrat's "The Cruel Sea".

He returned to maritime matters in a few non-fiction efforts, notably producing a sumptuously illustrated study of "The Spanish Armadas" — and a short biography of Captain Cook, which he took some pains to describe as "no biography at all", arguing that despite the million or so words Cook himself left behind, minutely detailing his day-to-day activities over many years, he revealed next to nothing of his own character.

Definitive

He judged, therefore, that "a good and true and definitive biography of a man about whom we should like to know so much" was never likely to appear.

It has to be said that Richard Hough's *Captain James Cook* (Hodder & Stoughton £20) largely bears out his prediction. As MacLean noted: "... we are told on one occasion that Mrs Cook (who outlived him by 56 years) welcomed her husband home with tearful affection... this is very likely: but there is nothing on

record to justify such an assertion. She may, for all we know, have hit him over the head with a two-by-four..."

Down-river

And likewise Hough — though less racily — has to fall back on conjecture, as in such asides as: "There is no surviving record on Cook's domestic life during these active weeks, but it would be odd and uncharacteristic if he did not take a boat down-river to Deptford to show Elizabeth and the children the bark (Endeavour) moored in the dockyard with men putting the finishing touches to the work."

As in MacLean's admittedly much slighter work — and as in Dr J. C. Beaglehole's definitive four-volume "The Journals of Captain James Cook" (Cambridge University Press 1974), the present author lets the deeds speak for the man.

But what deeds they were, far transcending anything that the imagination of MacLean — or C. S. Forrester, Monsarrat or Douglas Reeman for that matter — could conceive.

Cook was undeniably the greatest navigator of his age or any age. When he died in 1778 he was 50 years old. Had he survived to three score and ten, he would almost certainly have been the Navy's first Hydrographer — and a hundred years later one of the most eminent of them, Rear Admiral Sir William Wharton, noted of the charts he made of the coasts of Newfoundland in 1767: "Their accuracy is truly astonishing."

Even today there are — or there were until very recently — small corners of the Antipodes where Cook's charts remain the sole source of reference for mariners.

Interference

In his own lifetime, "So highly valued was his work for the betterment of man in days of peace, that the French and Americans, at the height of a naval war again his country, gave Cook's ships immunity from interference."

In the darkest days of World War I, the German authorities showed equal concern for the fate of Sir Ernest Shackleton, then locked in the Antarctic wastes that Cook also briefly touched.

Quite apart from his matchless skills as a navigator and a cartographer, Cook is remembered as a singularly enlightened humanitarian. His concern for the welfare of his crew, particularly through his understanding of the importance of diet — though he occasionally had to flog them into eating what he only instinctively knew what was good for them — and his empathy with the natives of lands he explored are well known.

Achievement

But Hough's prime achievement here is in showing up the darker side of his subject — though there are mitigating circumstances that keep the legend intact.

Dance's portrait (top left) was made on the eve of Cook's third and final voyage to the South Seas. This last trip was largely a failure and Cook was a sick man. Recent analysis of his condition suggests that he was suffering from an inflammation of the bowel that resulted in uncharacteristic rages, brutality toward his crew and the natives — and a final indifference as to his fate that fits in with the often suggested state of mind ascribed to Nelson at Trafalgar.

Cook was bludgeoned to death on the shores of Hawaii — displaying an heroic disdain of the mob reminiscent of Gordon at Khartoum

— JFA

Above: The fine portrait of Yorkshire's most famous son, Capt James Cook, by Nathaniel Dance shows the stubborn strength with which that county is most closely identified — blended with an acute sensitivity. It says more about the man than millions of words could.

A BOOK TO TREASURE!



ON THE night of October 24, 1859 a hurricane wrecked no fewer than 133 ships around the coasts of England and Wales.

One of them was the Royal Charter, a steam clipper loaded with Australian gold. Only 41 of 502 passengers and crew survived after she was driven on to the Welsh coast and broken in two.

An understandable complaint of the bereaved relatives was that the authorities concentrated on the salvage of the gold rather than on recovering missing bodies — but certainly the privateers and pirates of the past would have been in no doubt that the doubloons should have come first.

Wrecked on the Welsh coast — the Royal Charter, with (inset) sovereigns, later recovered, struck by the Sydney Mint established during the Australian Gold Rush of the 1850s.

In *The Atlas of Shipwreck and Treasure* (Dorling Kindersley £20) Nigel Pickford presents a sumptuously illustrated study of more than 1,400 wrecks spread around the world, some of them dating from Classical times.

Fine wine

Gold loses little of its lustre even after centuries of immersion and like fine wine even improves with age — or at least in value.

Just because they were shoe-shaped, rather than conventionally brick-shaped, some in-

gots recovered from the latterly famous Nanking cargo of the Dutch East Indianman Geldermalsen, lost after striking the Admiral Stellingwerf Reef in 1752, realised 20 times their bullion value when they were auctioned in 1985.

More remarkable still, though, is the superb state of preservation of the delicate porcelains and other works of art saved by and from the sea.

Whether they are any safer in the hands of museums and private collectors remains to be seen. In the long run probably not.

— JFA

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Patrols fated to be their last

IN WORLD WAR II United States submarine operations accounted for almost two-thirds of the total losses of the Japanese merchant marine and one third of the sinkings of the Imperial Japanese Navy.

For some time after the attack on Pearl Harbour it fell to these units to carry the war to the enemy. There were then 51 USN boats in the Pacific, including 12 of the old 'S' class.

Politicians

Japan, as an island nation, depended on the traffic of oil, rubber, coal and rice from her conquests, yet many of her merchant ships sailed unescorted and it was not until 1943 that anti-submarine tactics began to emerge.

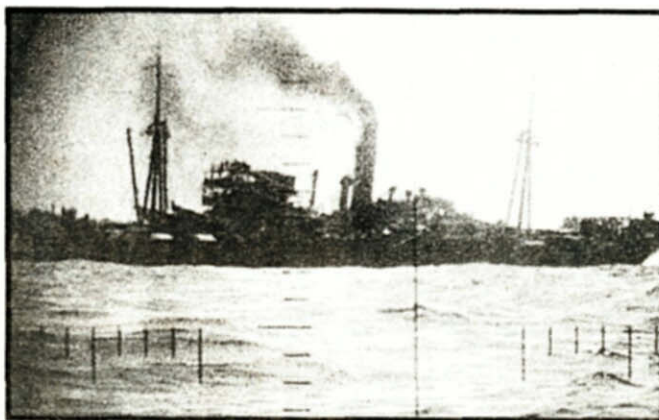
Even so, earlier in the war a group of US politicians had

paid a visit to Pearl and broadcast to the media that Japanese depth charges were neither large enough nor set deep enough to harm American submarines — information received with gratitude by the enemy, who quickly incorporated the necessary changes.

Defects

By the end of the war 52 submarines were lost through all causes, 37 with all hands. Their histories are told in chronological order of their loss in *The Last Patrol* (Airlife £19.95) by Harry Holmes.

He points out that the overall tonnage these boats and those that survived accounted for would have been much greater but for the poor performance of American torpedoes, which had defects in the depth control system and the firing mechanism. Many US submarine com-



Seen through Wahoo's periscope, the troop transport Buyo Maru goes down on January 26, 1943. Wahoo was lost on her seventh patrol, in Soya Strait on October 11 that year.

manders were driven to despair when solid hits resulted in no explosions — or when the torpedo exploded prematurely,

thereby giving away the boat's presence.

Although the wolf-pack system pioneered by the German

U-boats was operated to some degree later in the war, American submarines usually worked alone, far from base and deep into the enemy zone where friendly surface ships and aircraft could not follow.

Paradoxical

Thus, paradoxically, they also wound up with a role for which they were not designed but for which they were well suited.

As the large carrier task forces and the B-29 raids on the Japanese mainland gathered momentum, US submarines carried out some daring rescues of fliers forced down into the sea. A total of 504 airmen were saved by this means — including Lt George Bush, the future President of the United States.

— JFA

SNAP UP A PRIZE FROM RNBWS

THE Royal Navy Bird-watching Society offers an annual prize for bird photography.

Open to all, the competition calls for a photograph of either any sea bird or any land bird photographed on board a ship. Prints no smaller than 7ins by 5ins may be colour or black and white, and should be accompanied by their negatives. Colour slides are also acceptable.

The prize on offer is an engraved tankard and a year's membership of the society.

Entries should be sent to Lt Cdr B. Wits RN (retd), HMS Excellent, Portsmouth, Hants PO2 8ER. They must arrive by November 1.

And now - back to Maverick!

PALADIN, The Rifleman, Cheyenne Bodie, Shotgun Slade... illustrious names from the golden age of TV westerns, those dying days of monochrome, when each week our heroes were expected to subdue a never-ending procession of claim jumpers, renegade Apaches, crooked sheriffs and bad hats of every persuasion.

Perhaps the fondest remembered of them all was Bret Maverick, a character who sported the silk shirts and fancy weskits of the frontier gambler and who, as played by James Garner, affected a style that was humorous, sly and so laid back it seemed a wonder he managed to stay awake.

Now along comes Mel Gibson with a *Maverick* for the 1990s: big-screen, colour, mega-budget but otherwise strictly according to precedent. This represents a change of pace for Gibson, whose manner (in eg the Lethal Weapon films) is usually intense, hyper-active. However, Garner himself is on hand, creaking into the movie in a supporting role, as a reminder of how it ought to be done.

Convoluting

The convoluted plot, with its amusing twists and unexpected turns, finds room for a feisty Jodie Foster, a black-hearted James Coburn and guest appearances by a small posse of vintage television western stars, all these days sitting not so much tall as wide in the saddle.

Like its leading character, the film is amiable, good-looking and has any number of tricks up its sleeve.

(Sociological note: as with all American TV series, spaces for commercial breaks during *Maverick* came built-in, the resumption of the story being signalled by a voice on the soundtrack — "And now — back to *Maverick*." However, since the series was shown on the BBC, no commercials were actually forthcoming, only the disembodied voice piping up every 20 minutes.

Briefly, the line became a catch-phrase. Cooks in kitchens, pupils in playgrounds, farmers in fields would signal an end to break-time with a sigh of "Oh well — back to *Maverick*.")

Job Centre

Hokum — a good old word signifying, basically, "I don't believe a word of this, but I must admit it's fun." Danny De Vito's new movie *Renaissance Man* fits the description precisely. He plays an ad-man

Screen Scene



Danny DeVito stars as Bill Rago in the comedy *Renaissance Man*, directed by Penny Marshall.

who abruptly finds himself unemployed. But if life down at the Job Centre was never as much fun as Danny makes it seem here, that's nothing compared to what happens when he hits the US Army.

Assigned to teach English to a squad of rejects, Danny draws on his advertising skills to win over hearts and minds. In next to no time his class of truculent delinquents and borderline psychotics are fluent essayists, regular theatre-goers and capable of moving their tough drill sergeant with an apposite quote from Henry V.

Hokum, hokum-er, hokum-est... But De Vito brings it all to life, bustling through the movie as though in a hurry to get to his next assignment, as well he may have been and, like a high-velocity bowling ball,

skittling the rest of the cast clear out of the picture.

Lastly, a curiosity from Robert DeNiro, his first film as director. *A Bronx Tale* presents a teenager with two father-figures. At home is his real father, demanding, judgemental, a working class mixture of decency and bigotry. And on the streets is Sonny, the local hoodlum, indulgent, caring, a combination of viciousness and glamour.

It's a film about morality in which not only is the triumph of good over evil a far from foregone conclusion, but the precise location of those two properties are shown to be a matter of, sometimes, no little confusion. A tough, adult, unpredictable little movie, now available on video.

— Bob Baker

HANDBOOKS FOR YACHTSMEN

AS an Examiner of RYA Yachtmaster Instructors, Tom Cunliffe knows better than most what is required of a good skipper — and in *The Complete Yachtmaster* (Adlard Coles Nauticals, £18.99) he sets out in lively style to explain the essentials.

He gives an unusually clear exposition of the theory and practice, first of sailing and then of seamanship, together with a navigation section that explores the relationship between traditional and modern methods — plus an everyday guide to the otherwise obscure science of yacht stability.

More comprehensive still is another guide from the same stable, Jim Howard's *Handbook of Offshore Cruising* (£24.99), conveniently divided into four parts.

Part 1 looks at building or buying a boat, choosing the most suitable rig, construction materials and optimum layouts for deck, cockpit and cabin, while Part 2 deals with systems and equipment.

The last two sections discuss every aspect of the voyage and the protocols of being in port. Appended here is some useful advice — often overlooked by the more venturesome — on how to get along in other cultures.

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Calling Old Shipmates

India Station, 1945: Ex-AB (DEMS) Patrick Layden, 25 Montpelier, Edinburgh EH10 4LY (tel. 031-229 8657) would like to hear from AB Harold Glover who lived in Liverpool.

HMS Jaseur: Ex-LTcl S. Murdoch, 55 Pendre Ave, Prestatyn, North Wales LL19 9SH would like to hear from shipmates who commissioned the ship in Toronto Nov 1944, in particular communications ratings and STK Pincher Martin. (tel. 0745 888653).

BYMS 2152, Dover (1944-46): Wires, Little Close, St Monica Rd, Kingsdown, Deal, Kent CT14 8AZ (tel. 0304 373980) would like to hear from former shipmates.

HMS Pheasant (1943-46): Ex-Tel J. Gillis, 154 Canterbury Rd, Herne Bay, Kent CT6 5UB (tel. 0227 361733) and ex-AB R. Cretfield (4 Mess), 2 Llys Penant, Morriston, Swansea SA6 6DA (tel. 0792 701617) would like to hear from old shipmates.

LCI(L) 173 (1943-45): D. Oliver, 12 Thomas St, Penycraig, Rhonda, Mid Glam CF40 1EU (tel. 0443 428279) would like to hear from old shipmates, in particular George Hughes from Chaplehall, Airdrie.

HMS Bickerton: Ex-CPO Mechanician A. K. Brown, Arlyn, Hazel Old Lane, Hensall, Nr Goole, North Humberside would like to hear from survivors of HMS Bickerton.

HMS Actaeon, HMMMSs (Mickey Mouses), MTBs SS: Don Foulds, 66 Monkspring, Worsbrough, Barnsley, South Yorks S70 4XQ (tel. 0226 288337) would like to hear from old shipmates.

HM ships Blackmore (1941-43) and Devonshire (1944-46): Mr G. (Paky) Parkinson, 59 Trinity St, Oswaldtwistle, Lancs BB3 3GB would like to hear from old shipmates.

HMS Kent, 1938 onwards: Ex-Yeo Sigs Ron Sunderland, Coronella, Corbett Rd, Kidderminster DY11 5LW would like to hear from old shipmates. 24 are already in contact and receive newsletters.

MTB 762 (1944-45): Alf Phipps, 72 Lower Rd, Faversham, Kent ME13 7NQ (tel. 0795 539468) would like to hear from old shipmates.

HMS Chapplet (1949-50): Gordon (Swanee) Swann, 69 Thorney Mill Rd, Iwer, Bucks SL0 9AH (tel. 0895 44 0252) would like to hear from old shipmates, in particular from the Stokers' Mess.

HMS Bridport, 9th Minesweeping Flotilla: Ex-AB Ray Storey (tel. 0636 72858) would like to hear from old shipmates.

LST 409: Bob Collins, 78 Alexandra Rd, Bridport, Dorset DT6 5AL (tel. 0308 422367) would like to hear from the commanding officer at the time of the Normandy landings.

HMS Hawkins (1942-43): Mr R. Cockin, 20 Milbank Court, Stockton-on-Tees, Cleveland TS18 1PH (tel. 0642 678012) would like to hear from old shipmates, in particular members of the Torpedomen's Mess.

Chattenden naval camp, HMS Pem-

broke, Chatham, 1945: Douglas Jones, 25 Berwick Ave, Eastham, Wirral L62 8EP (tel. 051 327 1465) would like to hear from Peter Ernest Lowe, from Fitzackerly, Liverpool.

HM naval base Devonport and Atlantic Convoys: Vic Venn, 46 Farrier's Close, Sweetbriar Estate, Swindon, Wilts SN1 2QT, who served in HMS Venus, would like to hear from George Wilcox, of Hayle, Cornwall with whom he joined up in 1942.

HMS Capetown, D-Day Landings: Ex-CPO Fred Pearce, Bell End, Tennis Court Rd, Paulton, Bristol BS18 5LU (tel. 0761 417269) would like to hear from old shipmates.

HMS Vigo (1949-52, 1952-53): Bob Taylor, 25 Poolhouse Rd, Great Barr, Birmingham B43 7SL (tel. 021 357 7008) would like to hear from old shipmates, in particular Bill Hobson, George Sheppard, George Spear, Blundy Clemson and Lt Pat Hall. The ship held its first reunion in Devonport in July where the principal guest was the commanding officer Robert D. Franks.

M/S Boardale: Mareno Leonhardsen, Bladet Vesterale, Postboks 32, 8401 Sortland, Norway would like to hear from anyone who survived when she was shipwrecked and abandoned at Bo in Vesterale, North Norway on April 30, 1940.

845 Squadron, Radio/Radar section (1943-45): Jim Mackenzie, 32 Churchburn Drive, Morpeth, Northumberland NE61 2BZ (tel. 0670 512805) would like the following to contact him re joining the squadron's association — Jack Hammond (Fife), Ben Lyon (London), Joe Marshall (Oldham), Jim Maunders, Donald Miller (Wick), Lofty D. J. Williams (Aberdeen).

Fleet Mail Service Writers, Bombay and Trincomalee, and Stewards, HM ships Tania and Glory (1944-46): Frank Hird, The Leylands, Manor Rd, Hatfield, Doncaster DN7 6SA (tel. 0302 831339 — days, 0302 840473 — eves). Would like to hear from old shipmates.

National Fleet Air Arm Association intends to start new branches in Cornwall, initially in the Helston area. Any ex-FAA members who wish to join the branch or assist in its formation contact Roger George, 15 Unity Rd, Portleven, Helston, Cornwall TR13 9DA (tel. 0326 572950).

HMS Gravelines, 3rd Destroyer Flotilla, (1949-52 and 1952-54): Ray Whittington, 102A Victoria Ave, Newport, Gwent NP9 8GG (tel. 0633 221688) would like to hear from old shipmates with a view to attending a reunion in March.

HM ships Diadem (1948-49), Cleopatra (Malta, 1951-53), Pembroke (1950) and Mediterranean Fleet (C class destroyer, 1951-53): Mr A. C. Ward, 240 Loyds Ave, Kessingland, Lowestoft, Suffolk NR33 7TX (tel. 0502 742401) would like to hear from old shipmates, in particular AB Burden (Diadem), AB Les Randall (Cleopatra) and AB Paddy O'Sullivan (Pembroke) and Med

Fleet.

HMS Colossus, 1945: H. Small, 24 Pitmill Gardens, Hucclecote, Gloucester (tel. 0452 619297) would like to hear from AB Brian A. Jeffrey re Dutch refugees in Java.

HMS Concord (all commissions 1945-58): Dougie Leeson, 15 Downton Rd, Penhill, Swindon, Wilts SN2 5JP (tel. 0793 723967) would like to hear from anyone wishing to join a Concord association.

NP200, Archangel (1944-45): Jim Mathewson, 16 Alicia Close, Wickford, Essex SS11 8PQ (tel. 0268 733133) would like to hear from old shipmates, in particular those who sailed for the UK on Oct 12, 1945, with a view to attending a 50th anniversary reunion.

HM ships Swale and Relentless: Daniel Cumming, 55 Barmill Rd, Maneswood, Glasgow G43 1EQ (tel. 041 649 5371) would like to hear from shipmates Storie, from Buckie, and Williams, from Liverpool.

LST 321: Fred Allen, 13 Hamilton Dr, Harold Wood, Romford, Essex RM3 0UX would like to hear from Leading Supply Assistant Jack Perry.

HM ships Glasgow (1938) and Belfast (1939): John Newcombe, Manakora, Tullyvolty, Johnstown, Via Thurles, County Kerry, Irish Republic would like to hear from Seaman Torpedoman Joseph Sweeney, from Manchester.

HMS Warspite (1942-44): J. G. (Nobby) Clarke, 43 Gadesmead Rd, Eastbourne, East Sussex BN22 8TW (tel. 0323 640205) would like to hear from LSTK George Norris.

HMS Implacable, 1953: Ted Edwards, 75 Harold St, Dover, Kent CT16 1SB (tel. 0304 212224) would like to hear from class members — their class instructor was called PO Percy Riding.

Second World War Greek submarine operations: The Hellenic Maritime Museum, Piraeus, Greece is commemorating the 50th anniversary of Greek submarine operations during the Second World War, on Dec 11. Any RN officers or ratings who served in Greek submarines during this period contact Anne Bennett, 28 Stanley St, Southsea, Hants PO5 2DS (tel. 0705 830211).

HM ships Tamar (1950) and Cardigan Bay (1951-52): D. Whittaker, 23 George St, Outwood, Wakefield, West Yorks WF1 2LH would like to hear from old shipmates.

HMS Fitzroy (1943-45): John Trussler and Ken Pierce, 4 Coventry Road, Southam, Leamington Spa, Warwick, CV33 0EB (tel. 0926 813584), would like to hear from old shipmates.

HMS Golden Hind, RNH Sydney, Australia, 1945: Eric Buckner, 12 Freshfields Court, Carlisle, Cumbria, CA1 2TT (tel. 0228 514570), would like to hear from old shipmates with a view to a reunion.

HMS Duff (1943-45) will hold a reunion at

Reunions

HMS Tamar (1950), HMS Cardigan Bay (1951-52): D. Whittaker, 23 George St, Outwood, Wakefield, West Yorks, WF1 2LH, would like to hear from old shipmates.

HMS Walney, Oran Harbour, Nov 8 1942: Nobby Clarke, 383 Westmorland Rd, Newcastle upon Tyne, NE4 7QT, would like to hear from anyone who survived when the ship was sunk in Oran Harbour.

MNBDOL Royal Marines 55th anniversary dinner at Royal Sailors Club, Portsmouth, on Feb 15. Details from Ken Troy, 320 Baring Road, Grove Park, London SE12 0DU (tel. 081-857 3851).

HSM Ramillies Association reunion at Stretton Hotel, Blackpool, April 24-28. Details from Eric S. Marks, 3 Kendal Ave, Thornton Cleveleys, Lancs. FY5 2LY (tel. 0253 826300).

HMS Peacock 1944-45 second reunion at Royal Leamington Spa May 6-7. Contact Ted Collier, 8 Aston Lane, Remenham Hill, Henley-on-Thames, Oxon. RG9 3EL (tel. 0491-574241).

HMS Forester will hold their third reunion at the St Ives Hotel, St Anne's-on-Sea, Lancs in the last week of April. Details from Trevor Lloyd, 6 Matford Hill, Monkton Park, Chippenham, Wilts SN15 3NX, enclosing s.a.e.

S53 Entry, Artificers (January 1965): Anyone interested in attending a 30th anniversary reunion contact Barry Wagstaff, Solabanda, Edgecumbe Rd, St Dominick, Saltash, Cornwall PL12 6NU.

RN Writers Assn will hold their 107th annual reunion at the Royal Sailors Home Club, Portsmouth on Oct 14. Details from P. W. Allen, 47 Lambourne Dr, Locks Heath, Southampton SO31 5UA (tel. 01489 575430 — home, 01705 730063 — work).

HMS Cavalier (1944-72): Anyone wishing to attend the annual reunion in Portsmouth next year or who wishes to join the association contact Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD (tel. 0752 768201).

Association of Royal Yachtsmen will hold their Christmas Ball at the Victory Club, HMS Nelson on Dec 3. Details from Dixie Dean, 76 Hazleton Way, Cowplain, Waterloo (tel. 0705 593382).

HMS Norfolk, CPOs' No 2 Mess (last commission) will be holding a reunion in the WOs' and CPOs' Mess, HMS Nelson on Nov 12. Members are requested to contact Peter Cleaver on 081 450 1946 or Michael Blake on 081 903 1441.

HMS St Vincent, 78 Entry, 1965: Anyone interested in attending a 30th anniversary reunion next year contact Mr R. George, 15 Unity Road, Portleven, Helston, Cornwall TR13 9DA (tel. 0326 572950).

HMS St George, 279 Class: 279 V & W class members interested in celebrating the 50th anniversary on Sept 30 1995 contact Ken Wollan on 0202 622665.

HMS Duff (1943-45) will hold a reunion at

the George Hotel, Solihull on Nov 26. Details from N. Johns, 3 Chandlers Court, In-stow, Bideford, Devon EX39 4RN (tel. 0271 860541).

HMS Barham Survivors Assn will hold their annual wreath-laying and remembrance service in Westminster Abbey on Nov 26. Details from Percy Cullum on 0903 263350.

HMS Ladybird (Sasebo, Japan 1950-53) Assn will hold their eighth reunion at the Angel Hotel, Royal Leamington Spa, Warwick on April 22. Details from Terry Cooper, Tara, 28 Hoggrove Lane South, Walton Road, York YO3 9TG (tel. 0904 425883).

RN Patrol Service Assn (Merseyside Branch) will hold a reunion at the Corton Hut Hotel for those members who do not wish to attend the main reunion at Gortles-ton on Oct 8. Details from Ron Balshaw, 70 Prenton Dell Rd, Birkenhead, Merseyside L43 3BY (tel. 051 608 5017).

HMS Ark Royal: A cocktail party will be held on board at Portsmouth on Nov 11 to mark the end of her first commission and is open to all officers who served in her and her squadrons since 1985. Applications for tickets, priced £5, (Cheques made payable to Wardroom Mess Fund, HMS Ark Royal) BFPD 212 (Officers may apply for only one guest ticket). Each application should state dates of service and rank and appointment at that time, and whether the applicant would be willing to attend alone in the event of over subscription. A s.a.e. should also be enclosed and the closing date is Oct 12.

HMS Tattoo (1943-46) will hold their eighth reunion at the Royal Sailors Home Club, Portsmouth, on June 6-7. Details from Arthur (Joe) Rue, 30 East Dr, Blunsdon Abbey, Swindon, Wilts SN2 4DP (tel. 0793 724490).

HMS Cassandra Assn will hold their first reunion at the RN Old Comrades Club, 86 Lake Road, Portsmouth on April 7-8. Details from Bob Shead, 9 St Albans Dr, Sheffield S10 4DL (tel. 0742 307007).

HMS Manchester Assn will hold their annual service at St Ann's Church, Portsmouth naval base, on Nov 20. Details of those attending, including number in party, colour, make and registration number of car being used, should be sent to L. McDonald, 37 Edmund Road, Southsea, Hants PO4 0LL (tel. 0705 739384).

River Plate Veterans Assn will hold their 55th anniversary reunion of the Battle of the River Plate at the Astor Hotel, Elliot St, The Hoe, Plymouth on Dec 10. Details, enclosing s.a.e. from Mr R.A. Fogwill, 96 Hartop Road, St Marychurch, Torquay, Devon TQ1 4QJ (tel. 0803 327262).

HMS Cossack, D57 Assn invite shipmates who are not members to write for details of the fourth reunion at Crawley, Sussex and for shipmates of Cossack L03 to attend a plaque dedication and service at Portsmouth Cathedral on Oct 23. Details

from G. Tooley, 184 Bebington Road, Rock Ferry, Birkenhead, Wirral L42 4QE (tel. 051 645 3761).

Landing Craft Gun and Flak assn will hold their annual reunion and AGM at the Royal Sailor Home Club, Portsmouth on 18-20 April. Details from John Cook, 9 Elizabeth Court, Lawson Close, Martock TA12 9EZ.

HMS Ocelot (Oberon Class) is being re-stored at Chatham Historic Dockyard and former members of the crew are invited to an official reception and reunion in 1995. If you wish to be added to the Ocelot Former Crew Database send a s.a.e. to David Townsend, Project Leader, Chatham Historic Dockyard Volunteer Service, Chatham Historic Dockyard, Chatham, Kent ME4 4TE.

HMS Tenby Assn will hold their third reunion at the Park Hotel, Tenby on May 6-7. Details from Jeff Mays (F65) on 0344 59368 or Roy Tapping (J34) on 0202 301903.

Exmouth (Fisgard) and Duncan (Caledonia) Artificer Entry Oct 1946: A 48th anniversary reunion skittle evening will take place at the Westward Inn, Lee Mill, Plymouth on Oct 28. Details from Ivor Norsworthy, 22 Thornhill Rd, Mannamead, Plymouth PL3 5NE (tel. 0752 663330 — leave name and contact number on ansaphone).

TS Quantock propose to hold a reunion in Nov/Dec. Anyone interested contact Tameside SCU 061 308 4252, Matthew Osburn, 061 330 6894, or Paul Turner, 061 303 9637.

HMS Commonwealth, Kure, Japan 1945: A second reunion will be held at Clacton-on-Sea in March. Details from Eric Buckner on 0228 514570.

1772 NAS (Fireflies) will celebrate the 50th anniversary of disembarkment in Sept 1945 in Sydney, Australia, from HMS Indefatigable, with a reunion on Sept 4-5 1995 at the Sherborne Hotel, Somerset. Details from Teddy Ken on 081 337 4105.

Telford SCU: Former cadets and members of staff are invited to the 50th birthday party at their headquarters on Oct 22. Details from Martin Clark on 0952 812709 (eves) or 0384 455400 (days).

North Russia Club will hold their 10th anniversary reunion at the Union Jack Club, Waterloo, London on Nov 23. Details from Chris B. Tye, 5 Begonia Ave, Gillingham, Kent ME8 6YD.

RN Commando Assn The annual reunion, AGM and church parade will be held at the Nautical Club, Birmingham, on May 13-14. Details from George Wilson, 7 West Haven, Cosherton, Pembroke Dock, Dyfed, SA72 4UL (tel. 0646 684926).

HMS Whitesand Bay Assn will hold their seventh reunion at the Royal Sailors Home Club, Queen St, Portsmouth, on March 4. Details from Geoff Nightingale, 268 Galleys Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD (tel. 0442 63405).

Over to You

"A Formidable Commission, a book in print c.1948, is sought for purchase or loan by Mr R. V. Simmons, 22 Coopers Way, Barham, Ipswich, Suffolk, IP6 0TF (tel. 0473 832159).

Lt Cdr James Brian Buckley, The Danish Broadcasting Corporation, which is producing a series of programmes about Danish destinies, seeks relatives and photographs of Lt Cdr Buckley involved in a fatal escape attempt with Danish POW Jorgen Thailbitzer in 1943. Contact Lisette Rungsoe, Librarian, Billedarkivet, Danmarks Radio, TV-Byen, DK-2860 Soborg, (tel. 010 45 3520 3830).

Korea 1950-53. Mr J. Mc Lachlan, 51 Redland Park, Twerton, Bath BA2 1SH, seeks photographs of ships at the time, particularly of RN and RAN aircraft and carriers and from those embarked in HM ships Jamaica and Sparrow. He is preparing a pictorial history and wishes to borrow pictures for reproduction.

Atlantic Fleet. Dr Douglas Boyd, 2323 N. Ferrisburg, Sugar Land, Texas 77478, is seeking a photograph of the RN Atlantic Fleet at anchor in Basseterre Harbour, St Kitts in the mid to late 1930s.

"Warrior Birds" Mr Bill Button, 93a Alice St, Salford Park, 5083, S. Australia, is preparing a history of Army carrier pigeons in the Western Desert during second world war and seeks information on Italian pigeons which came into RN possession in

tripoli. He also wishes to contact PO Royden (or Roydon) who photographed Mr Button, then NCO in charge of Signals pigeons.

HMS Duchess of Bedford 1941-45. CPO Wall, Training Design Office, RNSM, HMS Dolphin, Gosport, Hants PO12 2AB (tel. 0232351 ext. 41331) seeks information about the troopship, particularly her part in a convoy from Greenock to the Middle East in early 1942, as well as post-war fate.

LST 409. Bob Collins, 78 Alexandra Rd, Bridport, Dorset DT6 5AL (tel. 0308 422367) seeks the CO of 409 during the Normandy campaign.

HMS Hampshire. Former Army Regimental Sgt Maj J. Brown, 1 Sundew Rd, Poole, Dorset BH17 7NX, a friend of the County-class destroyer's CPO's Mess in the late 1960s, seeks information on the Royal Hampshire Regt. plaque which hung in the mess as he wishes to explore the feasibility of donating it to the regimental museum in Winchester.

Kure, Japan. The Official Historian of the City Council of Kure is seeking memories and photographs from personnel whose ships visited Kure in the post-war period up to 1956. Contact Walf Aldridge, 43 Armstrong Rd, Thorpe Saint Andrew, Norwich, Norfolk NR7 9LJ.

HM Empire Wandsbeck. Caroline Reilly, HP Andersens Alle 6, DK 6650 Brorup, Denmark, is seeking drawings of the ship after her conversion from the German auxiliary minelayer KM Linz. She also wishes to know at which shipyard the vessel converted.

HMS Ramillies. Glenn Huxley, 21 Davies Ave, North Sunshine, Victoria, Australia 3020, seeks accounts and any photographs concerning the torpedo attack on the ship in Madagascar with a view to publication.

HMS Victory. J.V. Buckland, 28 Deeside Ave, Fishbourne, West Sussex PO19 3QF is seeking an (apparently) missing log book from the ship which details, on August 5, 1948, the presentation of a kitten to the vessel.

HMS Foudroyant. Author Harold Cox, 98 Bitham Lane, Stretton, Burton on Trent, Staffs DE13 0HB, is seeking information on the two lighted vessels moored together at Portsmouth to provide accommodation and training for ratings in the mid-1940s.

HMS Raleigh video. A.F. Bennett, 18 Arlington Drive, Ruislip, Middlesex HA4 7RL (tel. 0895 634678) seeks a video taken at Raleigh on June 15, 1984 during a passing-out parade in which his daughter took part.

"Fort Grange", HMS Sultan. Thomas Hardy, 75 Lendon Rd, West Bergholt, Colchester, Essex CO6 3BW seeks photographs of the MTC barracks during the early 1960s.

FIFTY YEARS ON

A LOOK back at the wartime operations of the Royal Navy half a century ago this month.

Although the hard graft of convoy continued, this was the best month of the war for merchant shipping losses. Only four ships totalling 11,000 tons were sunk worldwide. On the other hand 13 U-boats were sunk, not all listed here. Five were sunk by RAF bombing and four in a raid on Bergen. The Fleet Air Arm were active from Norway to the Nicobar Islands. Frequent mention of Canadian ships demonstrates the large part the Royal Canadian Navy played in the sea war, particularly in the North Atlantic.

Principal events include:

4: HMCS Chebogue torpedoed by U-1227 off Cape Clear. Towed across the Atlantic but foundered off the Mumbles.

5: HM ships Aurora and Catterick bombed Levina Island, Dodecanese, which then surrendered to a landing party.

7: HM ships Tergamant and Tuscan sank a German (ex-Italian) torpedo boat off Skiathos.

8: HMCS Mulgrave mined in the Channel, total loss.

11: Four MGBs of 57th Flotilla destroyed two German coastal convoys off Vir, Adriatic.

12: HMS Loyal severely damaged by mine in the Tyrrhenian Sea.

14: HMCS Magog torpedoed by U-1223 in mouth of St Lawrence.

15: Re-occupation of Athens by force under Rear Admiral Mansfield — HM ships Aurora, Black Prince, Orion, Sirius, LSI(Ms) Prince David, Prince Henry, LSTs Bruiser and Thruster.

16: HMCS Annan sank U-1006 off the Faeroes.

17: Bombardment and air strikes on Nicobar — HM ships Renown, Indomitable, Victorious, London, Cumberland, Phoenix, Suffolk, nine destroyers, FAA Sqn. 815, 817, 1834, 1836, 1839, 1844.

18: HMAS Geelong sunk in collision with US tanker York off New Guinea.

19: HM ships Tergamant and Tuscan drove ashore and destroyed German (ex-Italian) torpedo boat off Skiathos. Further

attacks on Nicobar and Nancowry — see 17.

23: Battle of Leyte Gulf, US 3rd and 7th Fleets defeat Japanese battle fleet. HMS Anadine, HMAS Arunta, Warramunga, Australia, Gascoyne and Shropshire were present.

24: FAA aircraft from 852 and 846 Sqn. HM ships Campania and Trumpeter, laid mines in Norwegian fjords and attacked radio stations on Vigra and Hanoy Islands.

25: HM ships Aurora, Tetcott and Tyrrian bombed Milos, operation repeated on 26. HMCS Skeena wrecked in gale in Reykjavik.

26: Norwegian ship Rose sunk in collision with HMS Manners east of Cape Race. FAA aircraft of 828, 841, 887, 884 and 1771 Sqn. from HMS Implacable escorted by six destroyers of 28 DF attacked shipping between Bodo and Rovik off the Norwegian coast. Operation repeated on 27 and 28. The Paymaster Branch abolished and replaced by the Supply and Secretariat Branch. "S" now stood for Supply and Secretariat, not Submarines. The submariners were not amused.

27: U-1060 sunk off Norwegian coast. Firefly of 1771 Sqn (Implacable), two RAF Halifax, two Liberators, one RAF and one Czech, all took part.

28: Two Chariots (human torpedoes) from HM submarine Trenchant sunk one merchant ship and damaged another in Phuket Sound, Thailand.

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Rum battle for uckers trophy

UCKERS, the game popular with generations of sailors, has shipmates of No. 10 Area firmly in its grip. Whether it's the fun of the game or its naval connection, uckers is big news up North.

Excitement ran high, according to Shipmate Douglas Findlay, when the Area championship was fought out between Atherton and Runcorn, the former retaining the Shinks Trophy.

Atherton, playing at home and represented by Shipmates Nobby Clarke and Brian Fisher, were not short of supporters. Nor was Runcorn, represented by Shipmates Pickering and Harry Langton.

The Runcorn supporters arrived in high spirits, and like Brazilian soccer groupies

brought their musical instruments with them. But there was a hitch, however, before start of play.

The visitors were accused of using a "ringer", a champion player from another area. This was not the case. The ringer turned out to be a "leatherneck from Scouse", whose intake of rum had made him difficult to understand.

Restless

He was trying to tell the officials that his "spot counter" had missed the official transport — but the message was not getting across. As the fans were growing restless it was decided the game should go ahead with

the leatherneck having to play unassisted.

The game was fought out on a 4ft square board with suitably enlarged die. Runcorn dashed into an early lead. Six following six in a relentless spell of pressure. It looked as if a whitewash was on the cards until the Atherton player, who failed to throw a single six, woke up. After that nothing could save Runcorn.

Needless to say, the day ended on a happy note. The champions donated their prize — two mid-week breaks for two at the China Fleet Country Club — to the losers. Then it was beer and sandwiches for players and supporters.

The day was such a success



that No. 10 Area is now challenging the title holders in all other RNA areas for a play-off to find the supreme champions. They in turn will challenge the current RN champions.

Those interested contact Shipmate Jan Thomas, 3 Freshfield Avenue, Atherton, Gtr. Manchester M46 9PL.

Incidentally, Navy News sponsored such an event some

years ago, the final of which was fought out in the Royal Sailor's Home Club, Portsmouth. But there has been not a word since as to where the trophy ended up.

IN BRIEF

DARLINGTON branch gave a warm welcome to Monsignor G. Lavender, their newest full member. Monsignor Lavender, a local man, is a former Royal Navy principal Catholic chaplain. He will serve as honorary branch chaplain.

□ □ □

FOR loyal service to Stroud, Shipmate Charles "Shiner" Wright, chairman, was awarded life membership. He is a survivor of HM ships Prince of Wales and Dorsetshire and joined the branch in 1970.

□ □ □

FORMER members of HMS Windsor thank shipmates of Windsor branch and the Sea Cadet unit TS Windsor for organising a reunion for them when they visited their former ship's adopted town.

□ □ □

MEMBERS of Barnsley branch are delighted that Commodore N. D. Squire of the Royal Fleet Auxiliary, has accepted their invitation to be vice patron of the branch. In doing so, he strengthens the ties which already exist with RFA Fort Victoria which is affiliated to the town, the Sea Cadets and the branch.

"Will appeal to all those who recall their own experiences afloat" (Ships Monthly)

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Shipshape taxi is a winner

MEMBERS of Southend-on-Sea branch sponsor one of the taxis which take under-privileged children on an annual outing to the sea — and this year the branch decided to decorate it themselves to win second place in the Mayor's competition for the best-dressed taxi.

To the delight of the kiddies, the taxi was transformed into a ship with port and starboard flashing lights and a "Shipmate Ted" atop.

Their contribution to the day did not end there. Fifteen members, all Second World War Veterans bar one, blew up 2,000 balloons on the day to decorate the 40 other taxis taking part in the outing.

Now the Borough Council has honoured the branch by having the RNA emblem in flowers in Southchurch Park.

Beccles

There was an impressive turn-out of more than 566 shipmates, with representatives of the Army, RAF and ex-Service organisations, at the rededication of the branch standard.

The service in St Michael's Church, where Lord Nelson's father was curate, was conducted by the Rev. Yvonne Irving, the first female vicar to be ordained in the area.

The people of Beccles, led by the Mayor, turned out in strength for the D-Day parade which followed. The salute was taken by Lord Belstead, Lord Lieutenant of Suffolk. At a reception following the parade, life membership was presented to founder member and vice-chairman, Shipmate Percy Kent.

Rosyth & Fife

Shipmate A. C. Tickner, survivor of HMS Nabob is grateful to the branch and to Shipmate

Bill Harris and wife of Birmingham for organising a service in Dunfermline Douglas Bank Cemetery to mark the 50th anniversary of the loss of the ship.

Prayers were offered for the 21 members of the ship's company buried there, and for those lost in HMS Bickerton which went down on the same day.

Death mars parade

DEDICATION of the new Llandudno standard was marred by the sudden death of Shipmate Cameron Lyle, standard bearer of Chester branch, who collapsed at the end of the parade.

His death was a great shock to all who took part — the 27 standard bearers who paraded with him, fellow shipmates and Lord Mostyn, branch patron, who took the salute.

Peterborough

Members of Peterborough branch spent three days with their caravan and tombola stall at the East of England Show. Their stall had one shipmate selling miniature elephants and figurines which he attempted to dispose of by calling out: "Thir-

TRIBUTE TO A PIONEER

IF THE Association is in a healthy state today it is largely due to people like Shipmate Tom Davies BEM, who pioneered the way and who crossed the bar recently.

To say Tom gave long and loyal service is an understatement. The Association was his life. A much loved shipmate, he served as chairman of the National Council, president No 7 Area and of the Cardiff branch.

Branch News

ty pence for the elephant and the little man goes free".

On examination, the "little man" turned out to be the unmistakable figure of a farmer's wife. His failure to distinguish her sex poses a problem for his fellow shipmates — should they tell his wife?

Mansfield

Shipmates, helped by friends in The Royal British Legion, ensured that Mrs Florence Bond had a happy day on receiving, on behalf of her late husband, the Malta 50th anniversary medal. He had applied for it shortly before he died.

The medal was presented to her at an official celebration in Mansfield club, by the Deputy Lord Lieutenant of Nottinghamshire, Sir Michael Nall.

South Ontario

To mark the branch's tenth anniversary, a re-dedication of their standard took place on the jetty alongside HMCS Haida, last of the Second World War Tribal-class destroyers.

Founder and life member, Shipmate David O'Flynn, was given the honour of firing the Haida's noon gun to mark the occasion.

Llanelli

In view of the reputation of the Welsh for producing great singers, it was fitting that the

branch should form a choir of 24 singers — mostly associate members — which is now in great demand in the area.

The Songsters, as they call themselves, give concerts for local charities under the baton of Mr. John Morris and have raised £120 in the past year for local charities.

Aberdeen

Members of the RNA took part in a parade of 300 veterans held by the Burma Star Association to commemorate the 49th anniversary of VJ-Day.

The parade was held after more than 400 veterans and their wives attended a church service in remembrance of those who had lost their lives in the Far East during the Second World War. Twelve standards were paraded and music outside the church was provided by the Inveraray Pipe Band.

Another service was held at Aberdeen War Memorial where wreaths were laid. This was followed by a march-past of the veterans and band at which the Lord Provost of Aberdeen took the salute.

Later, a civic reception was held at the Beach Ballroom where the evening was rounded off with a sing-song.

Cheltenham

Shipmate Ron Newman, who recently underwent heart surgery to have a triple by-pass, demonstrated his new-found fitness by completing a ten-mile sponsored walk from Tewkesbury Cenotaph to Cheltenham Cenotaph.

Ron's feat brought in no less than £1,340 for Cheltenham branch of the British Heart Foundation. His walk was supported by his son Barry and two old friends.

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JERZEES

Notice Board

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at October 1, 1994.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during August.

CCMEAML — Int (20.1.92), Nil; **CCMEAL** — Int (15.7.93), Nil; **CCMEALSM** — Int (6.7.93), 1; **CCMEALSM** — Int (29.10.92), Nil; **CCWEAADC** — Int Nil; **CCWEAWDO** — Int (27.11.92), Nil; **CCWEAADC** — Int (20.7.93), Nil; **CCWEAADC** — Int (13.11.92), Nil; **CCAEAM** — Int (15.9.92), Nil; **CCAEAR** — Int (1.9.93), Nil; **CCAEAWL** — Int (1.9.91), Nil.

POEW(O)(RS)(W) — 228, Nil; **LS(EW)/LRO(W)** — Int (14.7.92), Nil; **PO(M)** — Int (15.9.92), Nil; **LS(M)** — Int (10.11.92), Nil; **PO(R)** — 321, 1; **LS(R)** — Int (14.7.92), 2; **PO(S)** — Int (11.5.93), Nil; **LS(S)** — Int (14.7.92), 5; **PO(D)** — 332, 2; **LS(D)** — 559, 2; **PO(MW)(O)** — Int (10.11.92), Nil; **LS(MW)** — 128, Nil; **PO(SR)** — 319, Nil; **LS(SR)** — 309, Nil; **PO(SEA)** — 379, Nil; **POCY** — 463, Nil; **LS(O)** — 417, Nil; **PO(S)** — 388, 1; **LS(O)** — 204, 1; **POPT** — 328, Nil; **RPO** — 299, 4.

POEM(L)(GS) — Int (18.10.92), Nil; **LS(M)(L)(GS)** — Int (3.2.93), Nil; **POEM(M)(GS)** — 575, 2; **LS(M)(M)(GS)** — 374, 3; **POEM(O)(GS)** — 275, 3; **LS(M)(O)(GS)** — 108, Nil; **POEM(R)(GS)** — Int (1.9.92), Nil; **LS(M)(R)(GS)** — Int (3.3.93), Nil; **POCA** — 317, Nil; **POCK(GS)** — 353, 2; **LCK(GS)** — 187, 3; **POSTD(GS)** — 674, Nil; **LSTD(GS)** — Int (18.6.92), Nil; **POSA(GS)** — 569, 2; **LSA(GS)** — 170, 8; **POWTR(GS)** — 164, 4; **LWTR(GS)** — Int (29.6.92), Nil.

POMA — 176, Nil; **LMA** — Int (10.5.94), Nil; **PO(S)(SM)(O)** — 175, Nil; **LS(S)(SM)** — 510, Nil; **PO(TS)(SM)** — 105, Nil; **LS(TS)(SM)** — 160, 2; **PO(S)(SM)** — 389, Nil; **LS(S)(SM)** — 151, 6; **POEM(L)(SM)** — 435, Nil; **LS(M)(L)(SM)** — 205, Nil; **POEM(M)(SM)** — 535, Nil; **LS(M)(M)(SM)** — 530, 6; **PO(WSM)** — 481, Nil; **LS(M)(WSM)** — 327, 3; **PO(WR)(SM)** — Int (3.11.92), Nil; **LS(M)(WR)(SM)** — 365, Nil; **PO(W)(WSM)** — Int (18.6.92), Nil; **POWTR(SM)** — 164, Nil; **LWTR(SM)** — 103, Nil; **POCK(SM)** — Int, Nil; **LCK(SM)** — 944, 1; **POSTD(SM)** — 541, Nil; **LSTD(SM)** — 903, Nil.

POA(AH) — 1046, Nil; **LA(AH)** — 896, Nil; **POA(METOC)** — Int, Nil; **LA(METOC)** — Int (28.1.94), 1; **POA(PHOT)** — 460, Nil; **POA(SE)** — 606, Nil; **LA(SE)** — 373, Nil; **POACMN** — 486, 1; **POAEM(M)** — 441, 1; **LAEM(M)** — 479, 4; **POAEM(R)** — 165, 7; **LAEM(R)** — 523, 6; **POAEM(WL)** — 446, 6; **LAEM(WL)** — 557, 3; **POAC** — Dry, Nil.

POWREN(R) — 297, Nil; **LWREN(R)** — 236, Nil; **POWREN(S)** — 472, Nil; **LWREN(S)** — 386, Nil; **POWRENPT** — 385, Nil; **RPOWREN** — 156, Nil;

POWRENCK — Int, Nil; **LWRENCK** — Int (18.2.93), Nil; **POWRENSTD** — 952, Nil; **LWRENSTD** — 233, Nil; **POWRENSA** — 500, Nil; **LWRENSA** — 213, Nil; **POWRENWTR** — 221, Nil; **LWRENWTR** — Int (18.6.92), Nil; **POWRENWTR(G)** — 384, Nil; **LWRENWTR(G)** — Int (15.6.93), Nil; **POWREMETOC** — Int, Nil; **LWRENETOC** — Int, Nil; **POWRENPHOT** — Int, Nil.

POWRENAEM(M) — 531, Nil; **LWRENAEM(M)** — 432, Nil; **POWRENAEM(R)** — 155, Nil; **LWRENAEM(R)** — 489, Nil; **POWRENAEM(WL)** — 563, Nil; **LWRENAEM(WL)** — 379, 1; **POWRENETS** — 527, Nil; **LWRENETS** — 296, Nil; **LWRENTL** — 454, Nil; **POWRENWA** — 285, Nil; **LWRENWA** — 317, Nil; **POWRENDHYG** — 265, Nil; **POWRENDISA** — 195, Nil; **LWRENDISA** — 215, Nil; **POEN(G)** — Int (13.7.93), 1; **LEN(G)** — Int (8.2.94), Nil; **PONN** — 77, Nil; **POMA(Q)** — 216, Nil; **LMA(Q)** — 109, Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — Int (16.12.93), Nil; **POWREN TEL** — 732, Nil.

In accordance with DC(RN) 37/93 all qualified female sea-goers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female shore roster.

Swop Drafts

POEM(M) JOSLYN, HMS Bridport. Will swop for any Portsmouth-based ship, deploying or not.

WWTR Barnes, Cash Office, HMS Nelson, ext. 24175. Will swop for any HMS Neptune draft.

WSTD Farrell, HMS Beaver. Will swop for any Plymouth shore base.

LCK Rust, HMS Cumberland, deploying Nov. Will swop for any Devonport-based ship not deploying.

AB(S) Seer, HMS Cochrane, tel. 0383 62864, 2050/2016/2031 trained, drafted HMS Coventry in Jan. Will swop for any ship not deploying.

POEM(L) McDowell, 611 POs' Mess, HMS Illustrious. Will swop for any Plymouth-based ship.

PO(S) Mahoney, (CACS/CAAIS) HMS Broadsword, drafted HMS Brazen in April. Will swop for any Devonport-based ship not deploying.

AB(S) Mackay, HMS Campbelltown, 2016/2031 trained. Will consider any shore base or ship not deploying.

WSTD Robinson, HMS Nelson Wardroom, ext. 24182, drafted HMS Heron in Dec. Will swop for any Portsmouth shore base.

LWVRT Johnson, HMS Excellent UPO, ext. 7154. Will swop for any Plymouth or surrounding area draft.

LRO(G) Bohlin, HMS Edinburgh, tel. 0383 412121 ext. 62824/62827, drafted HMS Ex-

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in September.

OPERATIONS BRANCH (SEAMAN GROUP)

To **CPO(R)** — G. Walker (Warrior).

To **CPO(S)** — S. R. Frost (JAAC Farnborough).

To **CPO(D)** — L. Dowell (Seahawk), D. J. Fuller (DP&EE Shoebush).

MARINE ENGINEERING BRANCH

To **CPOMEN(M)** — R. A. Baddeley (Exeter), R. R. Fowler (Illustrious).

SUPPLY AND SECRETARIAT BRANCH

To **CPOCA** — G. Hancock (Sultan).

To **COPCK** — G. J. Martin (Avenger).

FLEET AIR ARM

To **CPOAEM(R)** — C. J. Salmon (810 Sqn Seahawk).

To **CPOAEM(WL)** — G. Ward (Ark Royal), K. Foster (Osprey), N. D. Spelman (810 Sqn Seahawk), S. Rogers (815 Flt).

CHIEF PETTY OFFICER ARTIFICER

Captain Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer which were made by commanding offices in August.

To **CPCT(L)** — A. C. Stone (Brave).

To **CPOMEA** — J. W. Edwards (CFM Rosyth), D. N. Kenning (Fearless), D. Pearson (Fearless), A. M. Robertson (Sheffield).

To **CPOAEM(WL)** — M. C. Clark (702 Sqn Osprey).

To **CPOAEM(R)** — S. D. Williams (815 Flt 227).

To **CPOWEA** — T. Jacklin (Argyll), J. H. Rostrom (Sceptre).

To **ACPOWEA** — S. A. Hill (Cumberland).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Captain Naval Drafting in September for the following ratings to be advanced to Acting Charge Chief Artificer.

To **ACCMEA** — R. McTurk (Neptune SM1).

Appointments

Commodore J. H. A. J. Armstrong, Commandant RNSC Greenwich, Oct 5.

Cdr K. Winstanley, Newcastle in command, Oct 17.

Lt Cdr D. J. S. Goddard, Cattistock in command, Dec 6.

Lt Cdr P. D. Hudson, Cottesmore in command, Oct 28.

Lt Cdr S. J. N. Kings, Dulverton in command, Feb 17.

Lt A. P. Hancock, Arun in command, March 22.

Lt R. I. Lawson, Roebuck in command, Jan 1.

Deaths

Lt D. J. Cox, Sept 3.

CPOAEM(R) S.C. Brewer, RN Air station Yeovilton, Sept 1.

LACPOEM(M) P. J. Ledbrook, HMS Neptune, Sept 18.

Musican B. J. Holland, HMS Raleigh, Sept 18.

</

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JULIA 29, divorced, no ties, seeks genuine male, please write. Box No. OC 1.

LARGE ebullient fun loving girl, seeks officer (aged 30+) for friendship. Box No. OC 2.

SINGLE seaman seeks female friend, 30-45, photo, GSOH, pubs, travel. Box No. OC 3.

I'M 23, enjoy exercise, motorbikes and reading. Please reply. Lynda. Box No. OC 4.

SUSAN, petite, young 40, GSOH, divorced, seeks sincere sailor 30-40. Box No. OC 5.

BLONDE 24, 5' 7" seeks penfriend for company in my life. Box No. OC 6.

SARAH 21, likes swimming, going out, etc, seeks penfriend. Box No. OC 7.

PETITE attractive brunette (32) seeks male penfriend (30+), friendship/relationship? Box No. OC 8.

I am 34 years, have blonde hair and blue eyes, GSOH. Box No. OC 9.

BARBARA, long blonde hair, blue eyes, petite and pretty 30+. Box No. OC 10.

YVONNE, long dark hair, hazel eyes, petite and pretty 30+. Box No. OC 11.

LOVELY older woman seeks single young non-smoking serviceman for friend. Box No. OC 12.

DISABLED married lady seeks penfriend/friendship only, husband ex-Navy. Box No. OC 13.

SUPERGRAN 58, would like to be penpal to grandad similar age Box No. OC 14.

JULIA 5' 8", slim, long-haired brunette, 30+ seeks naval penpal. Box No. OC 15.

FEMALE 30s, 6' sporty, GSOH, divorced, seeks naval penfriend. Box No. OC 16.

FEMALE 23 seeks tall male, 25-33. Box No. OC 17.

WICKED sense of humour, 23, female, blondish, music, travel, please write. Box No. OC 18.

KIM 32, attractive, single GSOH, enjoys travelling, dancing, having fun. Box No. OC 19.

DARK-HAIRED girl 19, slim leggy seeks sailor to love. Box No. OC 20.

KATH 30, single mum, GSOH, seeks sincere penfriend, all letters answered. Box No. OC 21.

LINDA 35, divorced likes music, dancing, cinema, driving, gorgeous, modest. Box No. OC 22.

YORKSHIRE lass, two children, time to write, photo appreciated. ALA. Box No. OC 23.

STUDENT nurse, 21, seeks sailor penfriend with GSOH, write soon! Box No. OC 24.

ALISON 24, TA soldier, lots of interests, single, needs a friend. Box No. OC 25.

LONELY 24 year old, GSOH, seeks loving sailor, penpal. Box No. OC 26.

BELINDA 31, Essex, GSOH, male penfriend needed 28-38. Photo please. Box No. OC 27.

DIVORCED 33, two children, interest: walking, reading, TV, going out. Box No. OC 28.

SW/MUM 39 seeks friendship, GSOH, varied interests, YAH, ALA. Box No. OC 29.

ATTRACTIVE slim redhead 31, divorced with children, needs some TLC. 30

HUMOROUS, 34, football lover, lonely lady, please write, everyone welcome. Box No. OC 31.

DENTAL NURSE, 25, likes playing darts, nights out! Aerobics. Dislikes posers! Box No. OC 33.

ATTRACTIVE, 28, fun loving woman seeks penpal same age and qualities. Box No. OC 34.

MAUREEN, 44, petite brunette, likes horses, seeks penfriend. Box No. OC 35.

AMANDA, 19, 5' 6", slim, attractive, VGSOH, seeks fun loving sexy sailor. Box No. OC 36.

LONELY widow, 60, seeks romantic partner for relationship, Lincoln area. Box No. OC 37.

SUZANNE, 31, single G.S.O.H. likes sports, music, theatre, writing, seeks genuine penfriendship. Box No. OC 38.

HELEN, 27, attractive, no ties, please write to discover more. Box No. OC 39.

STEPH, short, single, aged 27, avid writer looking for penpals. Box No. OC 40.

BLONDE bomb, 25, needs defusing by your letter. G.S.O.H. required. Box No. OC 41.

JULIE, 28, enjoys travelling, requires someone to make her laugh. Box No. OC 42.

WIDOW aged 39, 5ft petite, enjoys home, days out, quiet drink. Box No. OC 43.

WIDOW 38, Scottish, G.S.O.H. many interests. Seeks articulate soulmate (ALA) Box No. OC 44.

SPORTY lady, Slim 5'3" seeks like minded pen pal 26 plus. Box No. OC 45.

BEAUTIFUL tanned girl, 19 long hair, seeks loving sailor. Box No. OC 46.

JOCELYN aged 27, enjoys water skiing, cycling, socialising. Seeks male same age or older. Must be single. Box No. OC 47.

TALL single 39 year old, caring quiet natured female brunette. Looking for tall, non-smoking male with sense of humour. Box No. OC 48.

BLONDE, 25, seeks sailor for fun and very good time. Box No. OC 49.

SUSAN, Scottish lass 19, enjoys life, seeks sexy seaman, fun personality. Box No. OC 50.

SUE, 34, blonde blue eyes, likes cycling, aerobics, seeks penpal. Box No. OC 51.

STEPHANIE, 20 years, blonde, green eyes requires penpal 20-30, sincere, honest. Box No. OC 52.

REFINED lady, tall blonde, Devon area, seeks Naval Officer penpal 28-40. Box No. OC 53.

Hi, I'm Sadie aged 19, seeking pen friend, please write. Box No. OC 54.

NANCY 34, likes travelling, Theatre, eating out and walking. Box No. OC 55.

TRACY 24, brown hair, blue eyes, G.S.O.H. likes sports, eating out, walking and many other things. Wishes to meet sincere sailor for friendship. Box No. OC 56.

Personal

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Sailors beat Marines to the Aldershot Cup

ROYAL Navy marksmen and women excelled at the Joint Services Small Arms Meeting at Bisley. For the first time in 13 years a team of 12 Navy shottists beat the crack Royal Marines team to win the Aldershot Cup.

Team captain, CPO Alan Ball, achieved top score for the Navy repeating his success of 1981, the last time the RN won this event. The team also included Lt Sally Roots and PO Gary Lancefield who, along with CPO Ball, were selected to shoot for Great Britain in the International Service rifle match which GB won convincingly.

Record scores

RN teams competed well in all Inter-Service events, with record scores in the rifle and pistol matches, which they lost narrowly to the Army and RAF respectively. Newcomers CK Simon Forryan, AEM Bill Cousins and AEM Sticky Bostock gained their RN colours, with Simon Forryan taking the Bounton Cup and RN Tyro championship by a significant margin.

Naval Air Command once again dominated the inter-command events, led for the first time in the history of Navy shooting by a woman — Sally Roots.

Not content with leading Air Command to victory, she was also selected for every Navy team and for the second year running came runner-up to CPO Ball in the Champion-at-Arms competition, the aggregate of every weapon competition shot throughout the small arms meeting.

Pushed

Individual honours were shared, with CPO Ball once more winning the Service Rifle and Service Pistol events pushed hard by PO Gary Lancefield in rifle and Lt Cdr Ian Danbury in pistol.

Gary Lancefield turned the tables in FIBUA, simulated Firing In Built Up Areas, to beat Ball into second place but both were usurped by newcomer Lt Andy Greenall from Culdrose who, shooting as an individual with a borrowed gun, won the RN Target Rifle Championship and Tyro championship at his first attempt. Runner-up for the third time in

succession was PO Tim Amy who lent his gun to Andy Greenall.

The Queen's Medal, the highest individual honour in Service rifle shooting, was won for the second year in succession by Mne Mick Cole, a driver from Lymington. WO Tom Sands, the RM team captain, was runner-up with CPO Ball in fourth place. Sally Roots, Gary Lancefield and



Simon Forryan.

AEM Kev Smallwood also gained top ten places.

RN success continued into the national events, where Lt Cdr Graham Jolliffe won the snap competition at 300 yards and a team comprising PO Tim Amy, PO Kev Waldren, CPO Jez Teasdale and AEM Treds Treadwell won the international falling plates, beating teams from Canada, Oman, Europe and the USA.

● Variable winds, thunderstorms and showers provided some real problems for competitors in this year's Royal Navy Target Rifle Club (RNTRC) Championships, held in conjunction with the City Rifle Club at Bisley.

Each of the 22 competitors fired a total of 91 rounds at ranges from 300 to 1,000 yards to count for a potential maximum score of 455.

The Short Range Championship (300, 500, 600 yards) was

won by Jerry Tuck (240 ex 255) with Pete Coley in second place. Coley swept ahead in the Long Range Championship (900, 1,000 yards) in some tricky conditions to take first place with 189 (ex 200) and that gave him sufficient margin to win the Club Championship overall (427 ex 455).

Pollard

Highest placed tyro was LWEM Stewart Walmsley (Ark Royal). Also presented at the prize-giving was the Pollard Trophy for scores gained over the year, which was won by CPO Nigel Ball (Merlin Project).

The RNTRC, which is approved for full bore rifle and pistol, has a programme of matches and coaching days planned for next year, and is always on the look out for new serving members. For more details contact Cdr A. J. Norton at HMS Collingwood.



The Royal Navy's Aldershot Cup winning team pose with the silverware at Bisley.

Sport

IMPRESSIVE HAULS OF FISH AND FUNDS BY ANGLERS

FIVE Royal Navy anglers were among the 200 competitors taking part in this year's Ramsey Angling Week on the Isle of Man.

It was the first time an invitation had been extended to the Royal Navy and Lt John Braisher (Northwood), CCAEA Pete Gibbs (Portland), CPOAEA Sam Houston (Portland), PO(M) Andy Myers (Gloucester) and LWEM Andy Wakefield (Illustrious) rose to the challenge.

Myers, who caught fish during each event, including a tope of 15lbs, achieved a final individual placing of equal 13th, in a field of top fishermen of England, Wales and Ireland.

The five-man team event, a four-hour contest at the Point of Ayr, saw all the RN anglers returning fish to the scales and the team finishing in eighth position.

In all the week's haul was 57 tope, 909 dogfish, 40 whiting and 26 assorted others ... but strict conservation rules of catch and release applied.

Meanwhile, down at HMS Dryad's angling lake, the sixth Naval Air Command Charity Shield Competition was taking place and the 72 competitors reeling in over 1,000lbs of carp.

The continued enthusiasm of NAC anglers and their guests means the competition has now raised £18,200 for the

NSPCC. This year a cheque for £4,124 was handed to Mrs Sarah O'Connor of the charity by Rear Admiral Ian Garnett, Flag Officer Naval Aviation.

Mr A. Kitwood of Farnborough was the angler bringing in the most in individual sponsorship (£416), while Mr K. Collings, representing K. C. Angling of London, brought in the most fish (87lb 8oz).

Organiser Lt Cdr Mike Martin (Daedalus) wishes to thank all who took part and the numerous tackle dealers in competitors' home towns who donated prizes — in particular K.C. Angling, Crawley Angling Centre, Hansfords of Fareham, and South Coast Tackle of Lee-on-the-Solent.

STOKERS CARRY OFF FIELD GUN HONOURS



WHILE returning from Falkland Island duties, HMS Newcastle held her own version of the field gun competition.

Organised by LPT Lee Strange and set up by the shipwright and buffer's parties, the event had all the thrills of the real thing — first swings, chasm and "fly-

ing angels" included.

After two runs the winners were decided on aggregate times. It was a close-fought contest but victory went to the 3N stokers.

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● HMS Battleaxe dressed overall at the Royal Dartmouth Regatta.

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A HECTIC but enjoyable programme lay ahead of HMS Battleaxe when, for the third time, she was guardship for the 150th Royal Dartmouth Regatta.

Other visiting ships included the Belgian BNS Dufour and the Argentinian sail training ship Ara Libertad. Much interest was generated by Ara Libertad which was the first Argentinian ship to visit a British port since the Falklands War.

Principal guest at the regatta was Lt Cdr The Duke of York who attended

many of the races and presented the awards.

Picture: LS Warren Marks



LOOKING pleased with their efforts are Debbi Macoy (left) and HMS Cornwall's only Wren Gunner, Lynn Smith, who were members of the guard for ceremonial sunset at Mombasa during the ship's cocktail party.

The 12 Wren Junior Rates who formed the guard had done very little drill before but put in a lot of hard training and performed to a very high standard on the night.

Mombasa break for Cornwall

WHEN HMS Cornwall took time off from Armilla patrol for a two-week self maintenance period in Mombasa local children were invited to attend a party on board.

The children (pictured right) were given a tour of the ship and were entertained to tea and party games by the ship's company.

While alongside in Mombasa a team of four officers and 13 ratings took the opportunity to travel to Nairobi to climb Mount Kenya.

On arrival at Chagoria, a small village at the base of the mountain, they met up with guides and porters and made their first ascent to Camp Kenya.

After a second night under canvas at Roadhead Camp the team set off for Mintos Hat and then on to Point Lenana where altitude sickness began to take its toll. Only nine members were able to continue the ascent and negotiated 800ft through snow finally to reach the summit.



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Service with a smile



FATHER David Lacy, Roman Catholic chaplain at HMS Neptune, celebrated Mass at the Clyde Submarine Base with the Most Rev Maurice Couve de Murville, Archbishop of Birmingham.

The Archbishop was on a personal visit to learn more about naval chaplaincy and, after meeting the base commander, Commodore Brian Perowne, he toured HMS Renown and was introduced to many naval families.

Pictured at the base are, from left Gerry McFeely, Fr Raymond Corbett, Gareth McNichol, Gill Ryder, Frances McNichol holding Jo McNichol, CPO Andy Hazeldene, Archbishop of Birmingham holding Elizabeth McNichol,

Fr David Lacy and Dinah McGhee.

Another visitor to the base was the Right Rev John Kirkham, Anglican Bishop to the Armed Forces. His three-day visit included a celebration of confirmation, meeting members of the Wives' Association and NPFS and a tour of HMS Renown.

Bishop Kirkham also visited the RN armaments depot at Coulport and met personnel serving there.

Bearing up at Faslane

DESPITE a good old Scottish downpour spirits were not dampened at the annual teddy bears' picnic at the Clyde Submarine Base.

Instead of heading for the woods children from the Royal Naval Wives' Association took their teddies to the Drumfark Centre where, under the watchful eye of POWREN Pippa Routledge, they took part in games before tucking into a feast of cakes and ice cream.

Community life in Portsmouth

WITH THE establishment of the Second Sea Lord's headquarters in Portsmouth and the subsequent arrival of around 500 naval personnel and their families, naval community workers are keen to publicise current facilities and activities on offer to those who have relocated to the area.

Naval playgroups are located in Gosport (Hardway), Rowner, Fareham (Peak Lane), Drayton, Hilsea, Phoenix and Eastney. There are ten in all throughout the area catering for children from six months to school age. Details on the playgroups are available from Mrs Carole Eley, playgroup co-ordinator, on Gosport 0705 580115, during office hours.

Resident hairdressers of the Help and Information Volunteer Exchange (HIVE) are based at Rowner, Gosport, and Hilsea, Portsmouth. Details about HIVEs and their activities can be obtained from Hilary Bennetts at Portsmouth (0705 655611) and Barbara

Cass or Sue Bannard at Gosport (0705 521708).

Two community houses, one at Peak Lane, Fareham, and the other at Browning Avenue, Paulsgrove, also provide a place for naval wives and mums to meet for a chat.

The three community centres, based at Eastney, Hilsea and Rowner are open to all Service personnel and their families. The centres each have a competitively-priced bar and there are many day and evening activities. Weekly activity schedules are always on display at the centres but further information is available on 0705 527424 (Rowner), 0705 696122 (Hilsea) and 0705 734176

(Eastney).

If you have any queries about naval community activities in the Portsmouth area contact June Roach on 0705 820932.

Pension increase

BRITISH widows of Second World War New Zealand Servicemen will have their pensions increased from this month.

The New Zealand War Widows Pension will rise from almost £40 a week to about £140 for those aged over 70.

Tots in party spirit

MRS Rosie Smith, a "senior" naval wife in Gibraltar, cuts the cake at the first birthday party of the Gibraltar Royal Navy pre-playgroup.

The group was opened a year ago by the then commanding officer of HMS Rooke, Cdr Mike Hawke and his wife Juliet.

Known as Wombletots, the group takes children from other Services and the well-qualified staff are led by Angela Huxtable, wife of LWEM Gary Huxtable. Angela is attending a child development course and hopes to send two more of her team on the course later in the year.



Family Life

Family fun for day boarders



FAMILIES and friends gather on board the mine countermeasures vessel, HMS Hurworth, during one of the ship's families' and affiliations' sea days.

In warm weather and calm sea conditions the guests were treated to a winching display by the Lee-on-Solent coast-guard helicopter and a man overboard display in the Solent, a diving demonstration and mine detonation by the ship's diving team, a fast pick-up by Hur-

worth's Gemini, a pyrotechnic display and the chance to operate the ship's remote controlled submersibles and close-range guns.

HMS Hurworth hosted over 55 cadets from her affiliated units at Folkestone, Chichester and Havant and welcomed 75 family and friends, including her original sponsor, Lady Halifax, who first launched the ship over ten years ago.

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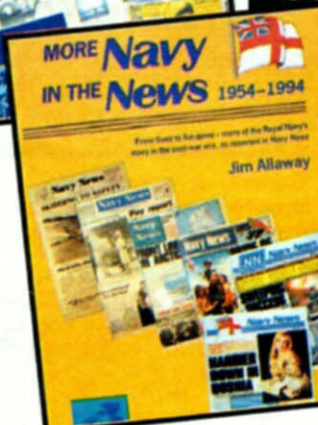
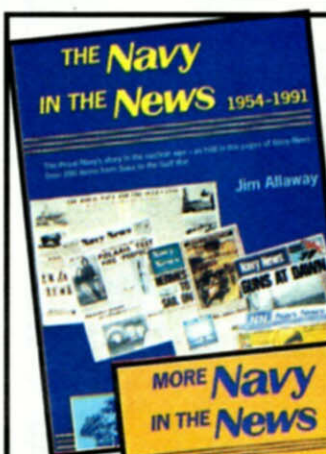
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RN rugby kicks off in France

DEPUTY Commandant CTCRM Lympstone, Lt Col Roger Williams has become the first Royal Marine to chair the Royal Navy Rugby Union. The election of this stalwart of Navy rugby over many years at all levels is a fitting tribute to the plethora of players for the representative side provided by the Corps, writes the *Leprechaun*.

Former chairman Capt Tony Hallett will remain an active member of the RNRU execu-



Lt Col Williams

tive committee in his capacity as one of the Navy's RFU members at Twickenham.

With the promotion of RNRU president Mike Gretton to Vice Admiral and his appointment to a top-ranking NATO job in Europe, routine matters will be dealt with throughout the season by the vice-president, Rear Admiral Neil Rankin.

Navy selector Cdr Jeff Blackett got the season off to a relaxed start by taking a young side to Perigueux in southern France. Several established leading players were missing, but some new under-21s were tested in the two matches played.

Scrappy

First was a scrappy match against a Perigueux XV, played under lights on a very hot evening and won by the RN XV 13-5. Buster Brown scored a scintillating try in the corner after a slick handling move, while Paul Livingstone added the conversion and two penalties.

The second match was against Bergerac, one of France's top 20 sides. An open and exciting game, it saw the RN putting together some excellent handling moves after securing fast ruck ball.

Jamie Coulton showed early season nerves in missing four penalties during a first half completely dominated by the RN. With five minutes to go the Navy were leading 9-8 after three Livingstone penalties, but late and intense pressure from Bergerac saw them score two converted tries in the last minutes to win 25-9.

Good news, however, was the emergence of promising new talent in LPT Taff Rees (centre), LPT Kerry Packer (blind side) and LWEM Simon Burns (loose head). There were also fine performances by returning warhorses Mark Sheldon, Jack Parnell and Mick Reece.

This was the last match this season for Navy captain Steve Jones, who has been drafted to the Falklands. He is to be congratulated for his outstanding

contribution to Navy rugby and particularly for his fine captaincy last season.

At the start of the last rugby year Leprechaun mentioned sponsors for the RNRU and again it is very important to stress that without their money much of the preparation, organisation and support for matches just would not happen.

Commodore Doug Lewis and the RNRU executive committee are, therefore, extremely grateful to Lamb's Navy Rum (Navy Knockout Cup), Courage International (Inter-Ship Competition), Ginsters Pasties (Devonport fixtures), LORAL-ASIC (Portsmouth fixtures) and Willis Corroon for their sponsorship of the three Inter-Service matches.

Kit sponsor

This season, too, there is a very special thank you and welcome to Naafi Financial Services, who have agreed with Cdre Lewis (RNRU chairman of marketing and finance) to be the RN representative side's kit sponsor for the next three years.

Attendance figures were pleasing last season — particularly for the Twickenham fixtures — but more support at Navy matches would be very welcome. Leprechaun's starter for ten is the first match of the season, when the RN play Hampshire at HMS Temeraire on November 2, kick-off 1900.

Another date for the diary is November 29 (ko 1930) when the RN plays the Australian Services' touring side at Temeraire. Again, grateful thanks to Naafi Financial Services, who jumped in at the eleventh hour to sponsor this recently arranged fixture.

COMBINED Services have been preparing for some months for the tour by their Australian counterparts at the end of November and in early December. At the same time, the CS U21 side have been invited by the RFU to play against the touring New Zealand U21 team.

Of even greater import is the request from the authorities at Twickenham for CS to play the full Canadian side, which is touring Europe.

The Canadians will play the first match on the England leg of their tour against CS at Devonport Services RFC in Plymouth on December 3, evening kick-off.

Turnout

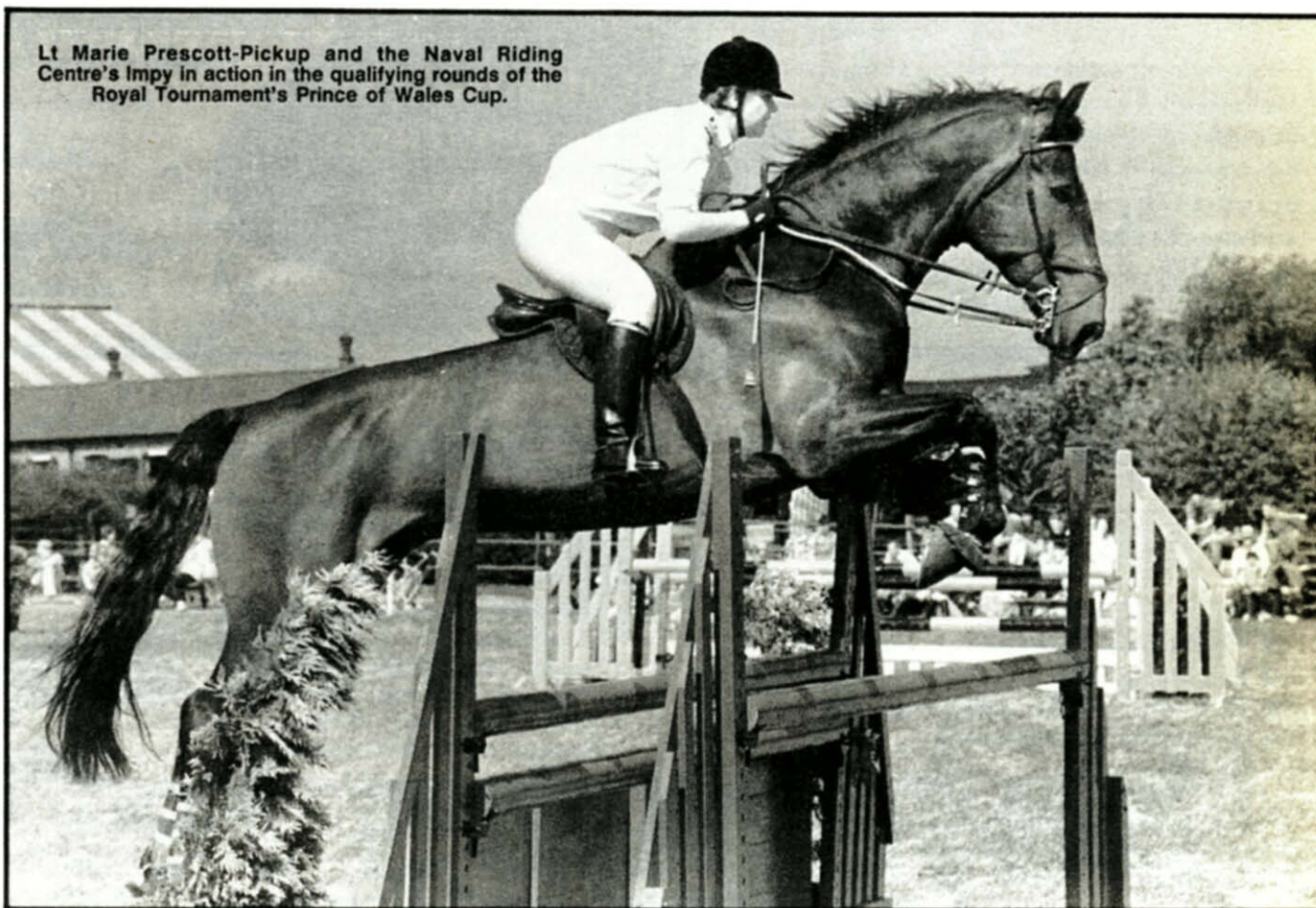
In a match to be generously sponsored once again by the underwriters of Pax+, the Services will be hoping for a full turnout of their international and Courage League players.

Pax+ will also sponsor the Australian Service tour, which includes matches against the individual Service XVs (see above) and ends with the game against the UK CS on December 13, again at Devonport.

The New Zealand U21s will play CS U21s at Castlecroft, Wolverhampton, on November 26.

It's a busy schedule for the CS squad, coached again by Sgt Graham Still (RAF Innsworth) and CSgt Mick Reece (CTCRM Lympstone) and managed by Wg Cdr John Cole (RAF Innsworth).

Lt Marie Prescott-Pickup and the Naval Riding Centre's Impy in action in the qualifying rounds of the Royal Tournament's Prince of Wales Cup.



INTERNATIONAL PLAUDITS FOR RIDING CENTRE

HMS DRYAD'S Naval Riding Centre has been winning rosettes of its own — let alone its horses! — thanks to chief instructor Mr Aart Noordijk and his staff.

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For the first time the United Kingdom hosted the event, which was opened by the Princess Royal, president of the Riding for the Disabled Association. The home country emerged as overall champions, but the Americans, all riding horses supplied by the Naval Riding Centre, were runners-up.

Another accolade for the NRC came with the announcement that of all the British Horse Society-approved riding schools in the United Kingdom, Ireland and the United States, it had been judged to be equal second, beaten only by the famous Talland School.

Late summer saw NRC busy with French holiday students,

its own Pony Club weeks and the arrival of new working pupils. The winter show season begins this month, and includes unaffiliated and affiliated showjumping, dressage and Pony Club shows, plus Kennel Club dog shows. Spectators are welcome, entry is free and there is a bar and restaurant.

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Meanwhile, the RN/RM showjumping team have been taking part in the Royal Tournament at Earls Court. Impy, an 18-hand gelding imported several years ago from Holland, and Inscribe, a 12-year-old mare bought last year from the Army, crowned a successful summer.

Impy, ridden by Lt Marie Prescott-Pickup (BRNC), Inscribe, ridden by LMA(Q) Helen Rapley (Sultan) and May Belle V, ridden by Lt Cdr Richard Randall (RNEC), won the Dismounted Units Cup.

Marie also received the Miles-Gunning Trophy as the best individual rider from a non-horsed unit.

Not so good at the Royal Military Academy Sandhurst, however, where the Camberley Horse Show was to prove an Army whitewash in the final phase of the Loriners Trophy, whose earlier rounds had taken place at Larkhill and Tidworth.

Even Money

Two teams (RN and RM) were fielded for the Saddle Clubs Combined Training event, but neither was placed. Then, in the Lombard Forces and Stars Relay, Mne Howard Wood and Jasmin were paired with Graham Fletcher and Even Money, and managed second place.

In the individual showjumping event Helen Rapley and Inscribe were fifth and Richard Randall and Mne Wood's Jasmin were seventh.

Congratulations to CPO Doug Stewart (Illustrious), a member of the team which won the Royal Marines Showjumping Championships at RM Norton Manor. Doug has only been riding for four years and his horse, Harry, is also a novice — this was his first event!

The team was admirably supported by Mr Andy Broke of Ilminster. Andy, who is well known in the equestrian world, provided three horses for the competition.

Top three individual placings in the RN/RM Novice Equitation Championships went to riders representing HMS Dryad — 1. CCMT Pete Meadowcroft (Sasha); 2. CPOMEA Nick Wilshire (Benjamin Brick) and 3. Lt Chris Reddish (Solitaire).

HMS Dryad also won the team event for the Kemble Plate. RM Poole were second and RM Bickleigh B third. Twenty-eight riders representing nine establishments took part.

More sport on page 27

Three Peaks record blasted

TWO Royal Marines were among the four-man crew to knock 45 minutes off the record for the arduous Gelert Three Peaks Race, an event which combines sailing and running up mountains.

This year saw the 18th running of the race, in which competitors sail from Barmouth in South Wales to Fort William in Scotland, with stops to run up Snowdon (3,560ft), Scafell Pike (3,210ft) and Ben Nevis (4,406ft).

Capt John Rye RM (CTCRM Lympstone) and Sgt Vic Johnston (Whale Island) were sailing on board Shockwave, a 34ft trimaran owned by Hampshire orthopaedic surgeon Mr John Fowler. Fourth team member was Mr Mark Orr (ex-Army).

Shockwave led the multihulls off the line and John and Vic increased the lead by completing the Snowdon land section in 4hr 24min, giving a first leg time of 9hr 49min.

Next came the passage to Ravensglass and here Shock-

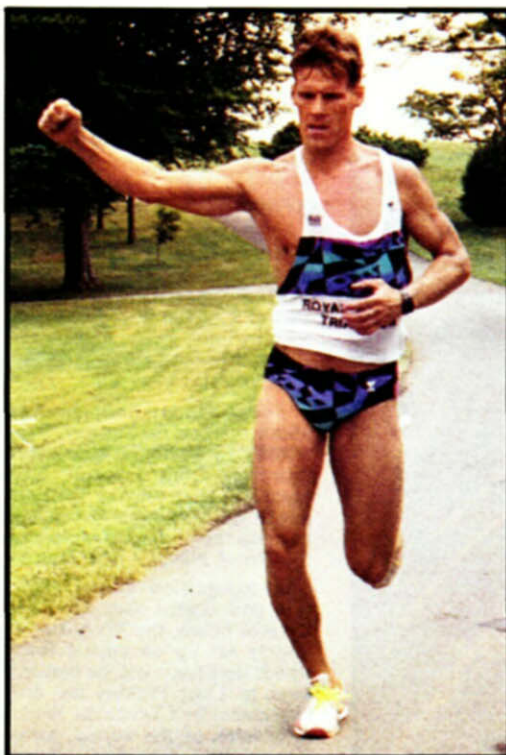
wave's time of 8hr 59min set a record. Rye and Johnston ran the Scafell leg in 6hr 22min.

The 235-mile passage from Ravensglass to Fort William had John Fowler and his Shockwave crew pushing themselves to the limit, averaging some 10 knots for the voyage but occasionally exceeding 21.

Johnston was joined by Mark Orr on the Ben Nevis run as Rye was under skipper's (and doctor's) orders to allow a badly-bruised knee to rest. He had sustained the injury when a huge wave sent him crashing.

Johnston and Orr ran Ben in 5hr 40min, giving the a third leg time of 31hr 2min and an overall race time of two days, eight hours and 12 minutes, smashing 45 minutes off the previous race record.

The next trimaran home was Severallles Challenge, with an overall time of two days, 19 hours and eight minutes.



Inter-Service champion Mne Colby Kneale.

Triathletes power home

HELD at Sherborne Castle, Dorset, the Inter-Service Triathlon Championships 1994 were hosted by the Royal Navy/Royal Marines Triathlon Association, writes Lt Roger Saynor.

The race consisted of a 1500m lake swim, 25-mile cycle around the countryside and a 10km run around the castle's deer park. The weather was perfect and the three Services brought their best athletes to the event.

All sections of the competition were closely contested and by the time the run began it was still an open race. Not renowned for their running ability, the Navy team, however, seemed to grow wings and blasted the hilly route.

Inter-Service Champion was Mne Colby Kneale (45 Cdo), who was a minute and 49 seconds ahead of RAF and international triathlete Tom Doughty. The Army's Rob Herring was third.

As the athletes finished it looked as if the Army would take the team prize but with some splendid performances by lower-placed RN athletes the title went to the Senior Service.

In the ladies' event LWREN Lesley Allen (Daedalus) dominated from beginning to end. She finished up six minutes ahead of the second-placed lady. In the team event the RN packed four women into the top six and coasted home with the prize, putting the seal on a most successful day for the Navy.

Rear Admiral Ian Garnett, Flag Officer Naval Aviation and president of the RN/RM Triathlon Association, presented the prizes, in company of Capt Graham Robinson, Director of Naval Physical Training and Sport.

Top individual results were as follows — men: 1, Mne Kneale RN/RM 2:00:57; 2, Cpl Doughty RAF 2:02:46; 3, Maj Herring (Army) 2:03:51; 4, CPO Tindal (RN/RM) 2:04:25; 5, LCpl Ray (RN/RM) 2:05:02; 6, Cpl Laidlow (RAF) 2:05:59. Women: 1, LWREN Allen (RN/RM) 2:23:10; 2, Cpl Goddard (RAF) 2:29:36; 3, Cpl Hurst (Army) 2:30:07; 4, LWREN Norton (RN/RM) 2:35:40; 5, POWPT Strong (RN/RM) 2:38:07; 6, WREN Webb (RN/RM) 2:38:40. Team results — men: 1, RN/RM 78 points, 2, Army 102; 3, RAF 127. Women: RN/RM 16; 2, Army 34; 3, RAF.



Women's champion LWREN Lesley Allen.

Ladies take golf title



AN OUTSTANDING display of golfing prowess under pressure earned the Royal Navy ladies golf team the 1994 Inter-Service Championship, writes Lt Nicky Spurgeon.

They held the RAF to a draw on the first day then crushed the Army 9-0. The RAF then beat the Army 8½-½ and so the Navy ladies won the Rose Bowl and their first Inter-Service title since 1989.

The team was led by WREN Jill Balloch (Dolphin), who was unbeaten in her four matches. She together with Capt Pippa Duncan (IMS Brussels) and Lt Cdr Moira Hoath (Centurion) were selected for the Combined Services squad.

Matchplay

Meanwhile, writes Cdr Gary Skinnis, the men of Naval Air Command repeated last year's success in the Inter-Command Matchplay Championships.

Greens staff at the China Fleet Country Club had ensured the course was exceptionally well prepared, despite some tropical-style rainfall.

Naval Air, admirably led by their veteran captain CPO Pete Hayden (Culdrose) went one better than last year in winning all five matches.

With all but one of the team having Navy representative experience, they played good, steady golf, although Scotland and the Royal Marines did run them close. They finished second and third respectively.

WINNING ladies — back row from left: WREN Jill Balloch, Lt Cdr Angela Muxworthy, POW Pam Jack, Capt Pippa Duncan, POW Jo Marshall, POW Riz Davis and POW Carole Simson. Front (l-r): POW Sue King, Lt Cdr Moira Hoath, POW Sian Roberts and CWREN Sue Cradock.

Their non-representative player, Lt Guy Norris (Culdrose), won four of his five matches and looks an exciting prospect.

This event was the final selection process for the Inter-Service Championships and the team was duly announced at the prizegiving. Your correspondent hopes that he can report the Navy's first victory in that competition for 60 years in the next edition.

□ □ □

Ever ending of competitions held for other specialisations, the RN Engineers (mechanical, weapons and air) held their inaugural championships at the China Fleet Country Club.

Organised by Cdr John Ling and CPO Spud Murphy of HMS Sultan, the event attracted more than 60 golfers of all ranks — including two admirals. Thanks to generous sponsorship most won a prize!

Some excellent golf was played and the winner, with a gross score of three over par for the 36 holes, was Capt Steve Williams, playing off a handicap of five. Close runner-up was POMEA Shaun Matthews playing off 12.

Thanks to the sponsors, among whom were EDS, Courage International, BAe Dynamics, Land-Rover, Furmanite, Deep Sea Seals, Alpha Laval, Rolls-Royce, Erlestoke Sands

Golf Club, Pennant International, DML, Varivane Industries, ABB Transportation, Easams and IRD Mechanalysis.



Moore proves inspirational

THE Navy team played excellently this season with an all-round determination which so nearly brought the Inter-Service title for the first time since 1982, writes Lt Cdr Jim Danks.

Lt Piers Moore was an inspirational captain. He richly deserved the Famous Grouse Man of the Tournament award, with his 29 and 3 for 54 against the RAF and 24 and 4 for 37 against the Army.

For the first time this season it had been possible to field the strongest side and the performances reflected this. So the future is looking bright, thanks to the hard work of players and coaches and thanks to those who have made players available.

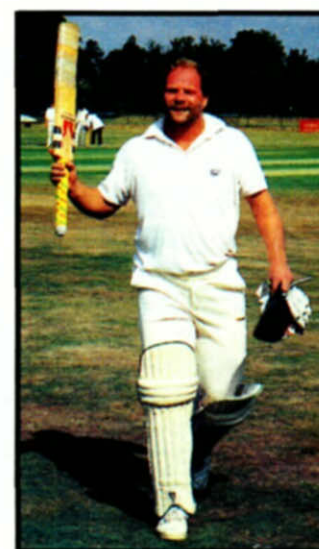
Carelessness

But despite the two fine performances in the Inter-Services it is tempting to misquote Oscar Wilde and say "To lose one game may be regarded as a misfortune; to lose both looks like carelessness."

In a repeat of the rained-off 1986 final, HMS Heron won the toss and fielded in the Lamb's Navy Cricket Knockout Final against HMS Daedalus.

PO Paul Barsby and AEM Steve Wade opened with a 92 run partnership for Daedalus, full of fine strokes, before AEM John Mann bowled Wade for 49 in the 15th over. Cdr Neville Teague (38) added 104 with Barsby.

With overs running out, Barsby's excellent innings of 94 ended with him run out as



Lt Piers Moore

Daedalus totalled 237 for 6 from their 35 overs.

Heron skipper Lt Nick Slocombe was unluckily run out when the bowler deflected a drive on to the stumps, and his team were soon 63 for 5.

At 107 for 8 they looked down and out, but Lt Andy Mitchell hit a defiant 57 not out, seeing Heron to an all-out score of 174.

This was HMS Daedalus' third outright win in the com-

petition. Rear Admiral Roger Moylan Jones, RNCC president, presented PO Barsby with the Man of the Match Award (a bottle of Lamb's Navy rum), and Mr Scott Hill, representing James Burrough Ltd, presented him with the Lamb's Navy Cup, as skipper of the winning side.

The RNCC are very grateful to Lamb's Navy for their support of RN cricket and in particular of the Knockout Cup.



PO Paul Barsby

UNITED Services CC Plymouth won promotion to the A division of the Bowling Insurance League at the end of the season, their third successive promotion since entering the Devon League in 1992.

This was the first year in which US Plymouth had also entered a league 2nd XI.

After a disappointing start to the season when four games were lost to the weather, the 1st XI climbed steadily up the table. In the last game of the season, playing at home to Bradninch, they needed six points to secure promotion. Services made sure of it with 19 points in an emphatic 92-run victory.

Played 22, won 10, lost 4, drew 4 and 4 games abandoned.

The 2nd XI will also go up to their A division league, having won 11 of their 22 matches. They lost seven and drew one, and three games were abandoned.

Meanwhile, United Services Portsmouth 1st XI won the 1994 British Gas Southern League title, having been runners-up in 1993 and finishing third in 1992.

Skippered by Maj Charles Hobson RM, the team played well all-round. Five matches at the beginning of the season were lost to rain, but the team then suffered only one defeat, winning their remaining 11 games.

SOCCER STARS APPLY NOW!

ONE footballer with every reason to welcome the new season is SA Tony Hoddy (left), of HMS Sultan, who has won Naafi's Young Player of the Year award.

The RNFA season gets under way with the Inter-Command Championships, to be held at RNAS Yeovilton on October 23-25, with the final on October 26.

Early rounds of the Navy Cup, again sponsored this year by Lamb's Navy, have been played. The final will take place on November 2.

The representative side begin with a home match against Sussex Intermediate on November 7, followed by a fixture against Cambridge University at Fenner's.

Players keen to represent

the senior side this season should contact their Command reps, so the RN coach and manager can assess their performance in Inter-Command matches.

Coach WOPT Tommy Johnson can be contacted on Warrior ext 7561 or 7304. Youth team coach will be POPT Martin Pollard (Temeraire ext 25722), to be relieved by POPT Vince Hall (Haslar ext 2485 or 2557) in January. Courses for would-be referees are available. Contact Lt George McCaffery on Heron ext 6621.

Monmouth bursts onto the scene

AN EXPLOSION of colour lights up HMS Monmouth during a fireworks display at the end of the city of Antwerp's tattoo. HMS Monmouth, along with HM ships Atherstone, Cottesmore, Hurworth and Brecon, were part of a naval contingent taking part in celebrations marking the 50th anniversary of the liberation of Antwerp (see page 8).

SIGHT AND SOUND

THE QE2 will take centre stage during a music and fireworks display in Plymouth Sound next year to mark the 50th anniversary of the end of the Second World War in Europe. It is hoped she will be joined by a Royal Navy vessel.

Frigate joins Dukeries

HMS Northumberland, the ninth Type 23 Duke-class frigate, commissioned at Devonport last month.

Built by Swan Hunter on the Tyne and launched in April 1992, the ship was accepted into service in May this year. Guests at the commissioning included the ship's sponsor Lady Anne Kerr, wife of Admiral Sir John Kerr, former Commander-in-Chief Naval Home Command, and Flag Officer Plymouth, Vice Admiral Sir Roy Newman. The Duchess of Northumberland and members of Northumberland County Council were also present.

On completion of the ceremony, the commissioning cake, made by LCK Mark Dunn, was cut by Mrs Christine Bramley, wife of Northumberland's commanding officer, Cdr Steve Bramley, and the youngest member of the ship's company, 18-year-old A/AB Russell Frears.

Fishery squadron ends tuna patrols

THE END of the tuna season in the Bay of Biscay has seen the return of the last fishing boat to Newlyn, Cornwall, bringing to a close the Fishery Protection Squadron's patrols to the area for this year.

At the height of the so-called "tuna war" the Squadron received nothing but praise from the fishing fleet who considered the Navy's presence essential in maintaining order.

Patrols continued during the whole of August and most of September with the squadron ensuring that British boats were not harassed by other vessels and that EC fishery legislation was being enforced.

They also continued the tradition of helping the fishermen, in one case restoring power to a boat that had suf-

fered a total electrical failure, in another giving medical aid to a crewman with a badly gashed hand.

The tuna are now making the long transatlantic journey

to winter in the warm Florida waters and HMS Lindisfarne, the last "tuna" patroller, has rejoined the rest of the squadron on normal duties back inside British waters.

CADETS BOX CLEVER AT BOAT SHOW

DRESSED to impress is champion boxer Chris Eubank, pictured with cadets from SCC Southampton during the presentation of a new yacht to the Sea Cadets Unit.

The yacht, a Victoria 34 sail training cutter, was built as a result of a request from Leopold Muller who came to the UK from Czechoslovakia before the war. He was so grateful to this country for offering him refuge and the opportunity to achieve great success as a hotelier and restaurateur that he left the residue of his estates to charities in the UK.

At the ceremony at Southampton Boat Show Lady Oswald, wife of the former First Sea Lord, Admiral of the Fleet Sir Julian Oswald, named the yacht TS Leopold Muller.



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Band plays on

● From page one

associate themselves with these sentiments."

Musician Holland had been a member of the RM Band Service for nine years, joining the Plymouth band two years ago. He lived in Cornwall.

The accident happened at about 4.30pm on Sunday, September 18 while the coach was returning from London. The band had been playing at a parade at the Cenotaph, Whitehall to mark the 40th anniversary of the Royal Naval Association.

In recognition of the affection and regard they have for the RM bands, the RNA immediately set up an appeal fund which they hope will be handed over to Capt Perkins for disbursement by Christmas. Within a week of the appeal going out to RNA branches, almost £3,500 had been collected.

Anyone who wishes to contribute to the fund is asked to make cheques payable to RNA (RM Band Appeal Fund) and send them to RNA HQ, 82 Chelsea Manor St, London SW3 5QJ.

● Mountbatten Festival of Music details - page 3.

WEST MEETS EAST

SIX Royal Navy Jetstream observer training aircraft from 750 Sqn, RN air station Culdrose, have made the first official visit by a western squadron to Russia since 1945.

The trip to Kaliningrad, home of the Baltic Fleet, came about after an invitation was issued from Commander-in-Chief of the Navy of the Russian Federation, Admiral Gromov, to the First Sea Lord Sir Benjamin Bathurst.

Led by the squadron's commanding officer, Lt Cdr John Ward, the detachment was met at Chkalovsk airbase by a senior Russian military delegation which included the Chief of Naval Staff of the Air Force Maj-Gen Ivan Fyedin.

The base is home to a squadron of SU24 (Fencer) maritime strike aircraft and many of the Culdrose aviators took the opportunity to fly the aircraft simulator. 750 Sqn reciprocated by flying several of the Russians in the Jetstreams on familiarisation flights.



Last Type 21s sail for Pakistan

LAST MONTH saw the successful conclusion to the transfer of the last two Devonport-based Type 21 frigates to the Pakistani Navy.

HM ships Active and Avenger were handed over to their new owners after decommissioning at Devonport and were renamed PNS Shah Jahan and Tippu Sultan.

Guests at the ceremony included Flag Officer Plymouth, Vice Admiral Sir Roy Newman, who delivered the decommissioning address, the naval base commander, Commodore Michael Johnson, Lady Judd, HMS Avenger's sponsor, and

the mayor and mayoress of Burnley, HMS Active's affiliated town.

After the lowering of the White Ensign, the Pakistani navy raised its own ensign and then assumed control of the parade, performing a commissioning ceremony before marching on board.

It was for her part in the operation to arrest the drug-smuggling ship Poseidon last November that HMS Avenger

has won the 1994 Desmond Wettern Fleet Award, inaugurated last year in memory of the former naval correspondent of The Daily Telegraph.

The trophy, a crystal decanter mounted on a plinth of oak from HMS Victory which, in memory of Desmond Wettern, must be kept full, is awarded to the ship, submarine or naval air squadron which has done the most to project a positive image of the Royal Navy.

As well as the drugs bust, HMS Avenger also won the award for her high-profile visit to Plymouth's twin city of Novorossiysk and for her work as Falklands guardship.

HMS Ark Royal and 845 NAS were placed second and third respectively for their efforts in the former Yugoslavia

and the Adriatic, while RFA Grey Rover and HMS Norfolk deserved commendation for the coverage they received during the historic visit to South Africa and the rescue of troops in difficulty in South Georgia.

● Fishery protection ship HMS Guernsey aided Customs officers to seize an estimated £5 million worth of cannabis on board the motor yacht Akiba. The seizure and arrest of three British men took place 150 miles north-east of Newcastle. The Customs officers and an RN prize crew boarding the yacht from the Guernsey.

An attempt to tow the vessel to port failed due to winds of gale force 8-10 and the yacht sank after a Customs officer and a two-man prize crew had been recovered. The cannabis is expected to disintegrate rapidly.

